





PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT-STOCK COMPANIES.

FRIDAY.

Filtration Company Bill—Lords amendments agreed to.

MONDAY.

Message from the Lords—That they have agreed to the Paper Duties Bill; Glass Duties Bill; Brick Duties Bill; and Newport Docks Bill, without amendment; and Deptford Pier Bill, with amendments.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Time further enlarged for committee to report till Monday next.

Soap Duties Draught—Bill read time, and passed.

Railways—Petition of common carriers, for the adoption of measures for securing a fair and free competition on railways, &amp;c.; referred to select committee on railways.

Iron, &amp;c.—Account presented—of foreign iron imported and exported, and of British iron, hardware, and cutlery exported, in the last four years (ordered 10th June); ordered to lie on the table.

TUESDAY.

Deptford Pier Bill—Lords amendments agreed to.

Island Warehousing Bill—Three petitions against; ordered to lie on the table.

Stage Coach, &amp;c. Duties—Two petitions for repeal; ordered to lie on the table.

Bank of Ireland Charter—Two petitions against renewal; ordered to lie on the table.

WEDNESDAY.

Bank of Ireland Charter—Five petitions against renewal; ordered to lie on the table.

Drainage of Lands—Bill reported; bill, as amended, to be printed.

Timber Ships—Bill read second time, and committed for to-morrow.

THURSDAY.

Manchester and Birmingham Extension (Stone and Rugby) Railway—Leave to committee to sit till half-past four during the sitting of the House.

Bank of Ireland—Four petitions against renewal of the charter; ordered to lie on the table.

Message from the Lords—That they have agreed to the Ship Propeller Company Bill, with amendments.

Timber Ships—Bill considered in committee; ordered to be reported.

## LAW INTELLIGENCE.

## INFRINGEMENT OF PATENT RIGHT.

ROLL'S COURT, CHANCERY-LANE—JULY 16.

KAYE & F. MARSHALL—Lord LANGDALE pronounced judgment in this case, in which the plaintiff complained of a breach of his patent for a new and improved machine for preparing and spinning flax and other fibrous substances by steam power. An action at law had been directed, to which the defendant pleaded that the invention was not new, and that it was not of utility. The jury found these issues in favour of the plaintiff, but they also found, that before the plaintiff's patent, flax and fibrous substances were spun with machines with slides, by which the rate was varied according to the length of the fibre of the article spun, but that before the patent it was not known that flax, as having a short fibre, could be spun by means of a machine at a rate of two and a half inches. A case was afterwards sent for the opinion of the Court of Common Pleas, and that Court thought that the patent was not valid in law. The cause then came before this Court again, when Lord Langdale reserved his judgment, which his lordship now gave. His lordship said, he did not think the merely adopting a rate of the length of two and a half inches was a fit subject for a patent. The plaintiff's bill must be dismissed, and he must pay the costs of the suit, but not the costs of the trial of the issues.

## BRITISH IRON COMPANY.

COURT OF CHANCERY—JULY 17.

ATTWOOD & SMALL.—This is an appeal from a decision of the Vice-Chancellor, by which two demurrers to the plaintiff's bill were allowed, and one overruled. The bill was filed for equitable relief in the nature of specific performance of a contract to purchase the plaintiff's mines; and the defendant demurred on the ground of multifariousness, want of equity, and want of parties. These demurrers were put in by three different parties connected with the British Iron Company; and one of them, put in by Mr. Small, Mr. Speare, and Mr. John Taylor, was overruled on the assumption that some relief might be had from them in the way of specific performance.

Mr. Sergeant WILDE now appeared to support an appeal against the decision of the court below, and reminded his lordship that it was unnecessary to go into any detail of the facts, familiar as they must be from repeated arguments and the hearing in the House of Lords, when their lordships overruled the decision of Lord Lyndhurst in favour of the defendants in the Court of Exchequer, and declared that the plaintiff had not made any fraudulent representations at the time the defendants entered into the contract for the purchase of the estate. When the bill of the defendants was thus dismissed with costs in March, 1838, the plaintiff filed the present bill against the directors of the company, and the personal representatives of some who are deceased, its object being to obtain a specific performance of the contract entered into with him by the British Iron Company in the year 1828, for the purchase of mines in Staffordshire, Worcestershire and Warwickshire. The price of the purchase was settled at 550,000*l.*, payable by instalments—25,000*l.* on signing the agreement, 200,000*l.* on completing the title, and further sums at stated periods until the balance was reduced to 75,000*l.*, which the plaintiff agreed to leave as a lien for fourteen years. The postponed instalments were to pay interest at 4*½* per cent. The defendants took possession, paid the two sums of 25,000*l.* and 200,000*l.*, began to work the mines, and by great exertions have nearly exhausted the ironstone and coal which they contained at the time the plaintiff gave possession. The bill of the defendants to set aside the contract was, however, filed as early as 1826, and just after a great fall in the price of iron. It charged the plaintiff with fraudulent representations with respect to the value of the property, but while litigation was going on, the defendants continued to work the mines, and compelled the plaintiff to pay into Court the sum of 200,000*l.*, paid on making good the title. They also ceased to pay the interest which they were bound to give on the instalments, and obtained an injunction to prevent plaintiff from taking any legal proceedings to recover it, or take possession of his own property. Since the decision in the House of Lords, this sum of 200,000*l.* has been repaid, together with the interest; but the defendants seek to evade the payment of any further sums, and to compel the plaintiff to have recourse to the property which, from the course pursued by the defendants in exhausting the mines, is not now worth anything like the sum the defendants have contracted to pay. The plaintiff, therefore, now sought to charge the other properties of the British Iron Company with the payment of his demand on them, and it also sought to make the directors personally liable. The defendants resisted this claim of personal liability, by referring to the general contract of 1828, which exonerated them in an especial manner from all such liability; and with respect to the demand on their other property, they resist it as unjust, and offer to the plaintiff the land which contained the mines they have exhausted. The learned counsel contended that there was a clear case against the defendants, and that the Court would not permit them to evade the performance of their contract by endless and vexatious proceedings in the courts of equity. He cited a great number of cases in support of the view he took of the equities of the plaintiff, and maintained that the demurrers were bad and must be overruled.

Mr. WARRINGTON followed on the same side up to four o'clock, when the Lord Chancellor rose, and the further hearing was adjourned to Friday.

The arguments were resumed on Friday morning, Mr. Lovatt following for the plaintiff, and Mr. K. Bruce for the defendants. At three o'clock, the Lord Chancellor said he was obliged to rise, and that he intended to hear the conclusion of Mr. Bruce's argument this morning.

AMERICAN COAL.—I have often heard it asserted by Englishmen that America has no coal. There never was a greater mistake; she has an abundance, and of the very finest that ever was seen. At Wheeling and Pittsburgh, and all the borders of the Ohio river above Cincinnati, they have an inexhaustible supply, equal to the very best offered in the London market. All the agents to the Alleghany range appear to be one mass of coal. In the eastern states the coal is of a different quality, although there is some very tolerable. The anthracite is bad, throwing out a strong sulphurous gas. The fact is that wood is at present cheaper than coal, and therefore the latter is not in demand. An American told me one day, that a company had been working a coal-mine in an eastern state, which proved to be of a very bad quality; they had sent some to an influential person as a present, requesting him to give his opinion of it, as that would be important to them. After a certain time he forwarded them a certificate, couched in such terms as these:—"I do hereby certify that I have tried the coal sent me by the company at—, and it is my decided opinion that when the general configuration of the world shall take place, any man who will take his position on that coal mine will certainly be the last man who will be burnt!"—Murray's Americanist. (In copying Capt. Murray's humorous paragraph, we must observe, that all Englishmen at all conversant with the United States, must be well aware of the vast stores of coal existing there. A contrary opinion is a mere vulgar error.—Ed. M. J.)

## W. M. THOMAS V. EDITOR OF THE "MINING JOURNAL."

In the Supplement accompanying the Journal of the 6th inst., in which were inserted the prospectuses of several companies, of which the plaintiff was the proprietor, that of the Reeth Consolidated Mining Company, by inadvertence, was omitted; we now give it insertion:—

## REETH CONSOLIDATED MINING COMPANY.

Capital £100,000, in 20,000 shares of 5*l.* each. Deposit 2*½* per share.

## DIRECTORS.

Wm. Millett Thomas, Esq., London J. C. Musgrave, Esq., Wincanton  
Edward Suter, Esq., Penzance William Paul, Esq., Castle Cary  
Jas. Bateman, Esq., London Samuel Paul, Esq., London

## BANKERS—Sir Claude Scott, Bart., &amp; Co.

SECRETARY—Mr. Henry Tribe, 19, Austin Friars.  
CARRIERS OF THE MINES—P. Vyvyan Robinson, Esq., Nansloe, Helston, Cornwall.

From the very full and highly satisfactory reports which the directors have received of these mines, and which are annexed, coming as they do from parties, most of whom are strangers to them, and quite disinterested, it is unnecessary for much to be said in introducing them to the public, beyond that of stating the directors' entire confidence in them, as a lasting and profitable investment. These mines are situated in the parish of Towardack, near St. Ives, Cornwall, a district abounding in mineral treasures, and offering every chance of the most lucrative investments for capital to be found in this prolific county. The Reeth Consolidated Mines comprise within their limits, the Gw, Durio, South Durio, and the Dippa, all celebrated for their richness, as the annexed reports testify. Rocky Downs, and an extensive tract of tin ground, in which the lodes are in whole or entire, near the cross-roads, against which in the adjoining mines the lodes are so productive and rich, are also comprehended in the limits of these extensive Consolidated Mines. The locality of the Reeth Consolidated Mines is unquestionably the most favourable in the western part of the county of Cornwall, not only as regards the facility afforded to mining operations from the kindly nature of the ground, but also from their immediate vicinity to many of the richest mines in the county, such as St. Ives Consols, Tincroft Consols, Ballon, Great Wheal Reeth, and Wheal Mary, in the centre of which the Reeth Consolidated Mines are situated. The ground comprises an extent of nine hundred and eighty fathoms in length, and of seven hundred and twenty fathoms in breadth, and is held for twenty-one years, on payment of one-fiftieth dues. The directors ought perhaps to state their reasons for allowing such valuable mines as this set comprises, to be worked by a company, when they might turn them to so much individual advantage, but they were originally intended to be worked privately, but several gentlemen having seen the mines, and had them inspected by competent parties, and expressing a strong desire to be interested in so lucrative a concern, the proprietor has yielded to their wishes, and consented to the formation of a company.

## REGULATIONS.

1. The capital of the company shall be 100,000*l.*, in 20,000 shares of 5*l.* each. 2*½* deposit per share. 2. The first instalment of 2*½* per share to be paid on delivery of the shares. 3. No further instalment to be called for without one month's notice, and not to exceed ten shillings per share. 4. 100 shares to be the qualification for a director. 5. The shares will be to bearer, signed by three directors and the secretary. 6. The original reports from the mines, together with the books of the company, will be open for the inspection of the shareholders. 7. That all the contracts for purchases by the company be for ready money, in order to exempt the shareholders from any liability beyond the amount of their subscriptions paid-up. 8. A general meeting of the shareholders to be held in London in the month of May in each year, commencing in 1838, at which a full report of the company will be submitted, with a statement of the accounts. 9. That at all meetings of shareholders, a proprietor of five shares and less than ten, shall have one vote; of ten and less than twenty shares, two votes; of twenty and less than fifty, three votes; of fifty and less than 100, four votes; of 100 and less than 200, five votes; and of 200 shares and upwards, six votes. 10. Applications for shares to be made to the secretary, or agents. Officers, 19, Austin Friars.

## REPORTS.

History, 20th July, 1838.—I beg to hand my report of the Reeth Consolidated Tin Mines. Firstly.—These mines comprise a very extensive piece of ground, in which there are a great number of large tin lodes. Secondly.—The mines which have been worked in this ground are the following:—South Durio, Dippa Durio, and the Gw. These mines are parallel, and nearly on the western boundary of the set; they have produced very considerable quantities of tin. Thirdly.—The Gw Mine is the most celebrated, and which has ceased to work about eighteen years, there is now a fine lode, rich in tin, from four to five feet wide at the bottom, and in the eastern end, the prospects of this mine are brilliant. Fourthly.—The tin in these mines dips, and the surface of the run of the lodes, rises about one foot in ten. These old mines, being nearly on the western boundary of the set, and the courses of tin dipping east under the rising ground, are a combination of favourable circumstances. The tin already discovered is approaching towards the great cross lode, and towards the centre of the set. Fifthly.—The former workers of these mines had to work on a very expensive scale, considering the high price of all mining materials, and not having the knowledge of the present system of machinery and operation, and the price of tin being then low. Sixthly.—The following list shows the difference in the price of materials and tin when last worked, and at the present time.

## LAST WORKING PRICES.

	£	s.	d.	per foot	£	s.	d.	per foot
Timber	7	0	0	per foot	0	1	0	per foot
Ropes	7	0	0	per foot	0	1	0	per foot
Candles	0	14	0	per doz.	0	5	3	per doz.
Iron	0	18	0	per cwt.	0	13	0	per cwt.
Powder	3	10	0	ditto	2	0	0	ditto
Price of Tin	3	10	0	ditto	6	0	0	ditto

Seventhly.—The local situation of Reeth Consols is superior to any I know of in the county, being at this time surrounded by mines giving immense profits, to the south there are Tincroft Consols, Wheal Mary, and the Great Reeth; to the north St. Ives Consols; to the east Ballon—all adjoining Reeth Consols. Eighthly.—The same cross lodes that intersect the mines to the north and south of Reeth Consols, intersect the lodes in this ground. Ninthly.—The lodes in the adjacent mines have and now are producing immense quantities of tin near those cross lodes; two of these intersect the east and west lodes in the Rocky Downs, which is in the set; here the lodes are large, and the tin is in a very rich and pure state, and the tin is contained in pits sunk on the east and west lodes, near the cross lodes, which will yield tin. It is my opinion the lodes in this part of the set, if properly operated on, will prove equally as rich as any of the mines in this district. Tenthly.—It is my candid opinion the ground that comprises Reeth Consols is equal in richness and durability to any mines now working in Cornwall. In the twenty-nine years' experience I have had in mining I never saw a set of such magnitude, and possessing equal properties as the Reeth Consols.

I am, your's, most respectfully,

WILLIAM THOMAS.

Agent and Captain of the West Trecroft and British Silver-Lead Mines.

St. Ives, July 27th, 1838.—I have been and inspected Reeth Consols; I beg leave to say that this set comprises a very extensive piece of ground, in which there is a great number of large tin lodes, and which have been partially worked by different adventurers at different times, and notwithstanding they had to work on a very expensive scale, considering their limited working, not having the knowledge of the present system of machinery and operation, and yet these mines gave a large profit. These mines have now been consolidated, and in the centre of a great number of mines now working, giving immense profit, viz., on the south, Tincroft Consols, Wheal Mary, and Wheal Reeth; on the east there is Ballon; on the north, St. Ives Consols and Roswell Hill Mines—the last mentioned, when worked, gave a profit of eighty thousand pounds in a very short piece of ground, and St. Ives Consols, which is now working, has given a profit already of fifty thousand pounds, and at present by the appearance of the lode likely to give as much more. I am of the opinion that Reeth Consols is one of the best speculations that our country can now offer, and it is my firm opinion if this set is worked with spirit, and the necessary capital properly applied, the company will derive from the capital that may be advanced, equal profit to any mine now working in the county.

I remain, your most obedient servant,

BENJAMIN CHAMBERLAIN.

Several years an Underground Agent, and late Tin Dresser of the Durio Mine.

History, 20th July, 1838.—We, the undersigned, being requested to give our candid opinion respecting the prospects of Reeth Consols Mines, do not hesitate to recommend them as a promising speculation, more so than any other set of mines now in the county, and which have been partially worked by different adventurers at different times, and notwithstanding they had to work on a very expensive scale, considering their limited working, not having the knowledge of the present system of machinery and operation, and yet these mines gave a large profit. These mines have now been consolidated, and in the centre of a great number of mines now working, giving immense profit, viz., on the south, Tincroft Consols, Wheal Mary, and Wheal Reeth; on the east there is Ballon; on the north, St. Ives Consols and Roswell Hill Mines—the last mentioned, when worked, gave a profit of eighty thousand pounds in a very short piece of ground, and St. Ives Consols, which is now working, has given a profit already of fifty thousand pounds, and at present by the appearance of the lode likely to give as much more. I am of the opinion that Reeth Consols is one of the best speculations that our country can now offer, and it is my firm opinion if this set is worked with spirit, and the necessary capital properly applied, the company will derive from the capital that may be advanced, equal profit to any mine now working in the county.

I remain, your most obedient servant,

BENJAMIN CHAMBERLAIN.

History, 20th July, 1838.—This day I have been on the ground called the Reeth Consols, seeing the prospects of it, I must confess I never saw such an extensive set of mines in the county; they are bounded on the north by the Great Roswell Hill Mine, and on the south by the Great Wheal Reeth Mine, and on the west by the Durio Mine, which is within the boundary, and on the east by the Great Reeth Mine; and beyond these lodes from the surrounding ground runs through the Reeth Consols. I have not consulted any man, but this is my decided opinion of them, if there is a good piece of ground in Cornwall the Reeth Consols is the ground where I should recommend any gentleman to speculate for a fortune. The Gw Mine also which has been so productive, is on or within the north-west boundary of the Reeth Consols set.

Managing Agent of the Wendon Mining Company.

July 26, 1838.—From my knowledge of the ground of the Reeth Consols for several years, and the properties of many of the lodes which have been partially worked by the virtue of two steam-engines, at different periods, by different adventurers, these being now consolidated together can be worked to a considerable advantage. Should this set, which is known to be so rich in tin, be properly worked, I have no doubt it will prove an advantageous and lasting mine in all its parts. T. M. GURNEY.

Managing Agent under Mr. Carr of the Ludgvan Mines.

History, 20th July, 1838.—We, the undersigned, being requested to take a view of the ground of Reeth Consolidated Mines, and to make a survey of the former working, to ascertain whether we could recommend a re-working of the said mine or mines, we have, in consequence, this day gone over the whole of the ground and find it a very extensive Tin Set, and from which, from the surface appearance there has been great and very considerable quantities of Tin sold, at a time when it sold at a low price, and all kind of mine materials were at a very high price, and when the application of machinery was not so generally known or understood as at the present time. We therefore do not scruple to recommend Reeth Consols Mine as a desirable speculation for the investment of property the most of any Mine we know of at this time and in full working in this county. The local situation of these mines is a further recommendation to them, being at this time surrounded by and adjacent to Tin Mines, giving very considerable profit to the proprietors; we have this day been attended with Captain John Berriman, who was the managing captain of that part of the mine called the Gw, for the last ten years of her working, prior to the year 1818; and that in the forty fathom level eastern part of the mine the Lode is four feet wide of good Tin stuff, and another part of the Lode about two feet wide with stones of Tin ores.

Late Toller of Sir R. R. Vyvyan, Bart., many years Manager of various and extensive Mines, and now eighty years of age.

Managing Agent of the Messrs. Williams, of Scorrier House, and of Messrs. Harvey and Co., St. Day.

Captain JOHN BERRIMAN, Late Purser and Manager of the Gw Mine.

## MANUFACTURE OF ALKALI.

In the year 1819, when the duty upon salt was repealed, the manufacture of soda by means of the decomposition of common salt by sulphuric acid, was commenced upon the River Tyne. In twenty years, from one local experimental manufactory, the trade has grown to be one of the most important in this district, and affords employment to large capitals, and directly and indirectly, to great numbers of men. As is the case in most new processes, some inconveniences attended this manufacture. By the conversion of immense quantities of common salt or muriate of soda into sulphate of soda, large volumes of muriatic acid, in the shape of a pungent acid gas, were necessarily driven off, to the injury of vegetation in the vicinity. This has of course given rise to much complaint from landlords and their tenants, to law suits, and to the payment of heavy damages. To obviate these evils many schemes, some proposed by eminent chemists, have been tried, and many patents for real or supposed improvements taken out, but without the desired end being effected. Tall chimneys have been built to carry the gas high into the atmosphere, in hopes it would there be diluted and rendered harmless before it fell, but this plan does not seem to answer the expectations formed of it. A method has been at last hit upon by Mr. Thomas Burnett, late in the employment of Charles Attwood, Esq., and Co., and now in that of his successors, as manager of their Alkali Works, which bids fair to accomplish this desideratum. Mr. Burnett's plan unites simplicity and consequent cheapness, with an effect complete and perfect, the entire volume of muriatic acid gas being condensed and collected in a liquid state.—Newcastle Courier.

## ANNUAL STATEMENT OF THE COMMERCE AND NAVIGATION OF THE UNITED STATES.

We have received from Washington an abstract of this interesting document, from which we present the following:—

IMPORTS FOR THE YEAR ENDING SEPT. 30, 1838.	
Total amount	8113,717,404
Of which were imported in American vessels	102,987,448
In foreign vessels	10,629,950
EXPORTS.	
Total amount	108,486,616
Of which were domestic produce	96,033,821
Foreign produce	12,452,795
DOMESTIC ARTICLES.	
Exported in American vessels	79,855,599
Exported in foreign vessels	16,178,222
FOREIGN ARTICLES.	
Exported in American vessels	9,964,200
Exported in foreign vessels	2,488,595
NAVIGATION.	
American shipping entered the ports of the United States for the year ending September 30, 1838.	
Ditto cleared from ditto	1,302,974
Foreign vessels entered during same period	593,110
Ditto cleared ditto	604,166
Registered tonnage, as corrected Sept. 30, 1838	823,591
Enrolled and licensed	1,041,105
Fishing vessels	131,102
Total tons	1,994,798
Employed in whale fishery	129,629
Shipping built in the United States during the year ending September 30, 1838:—	
Registered	41,859
Enrolled	71,275
Tons	113,134

MINING SCHOOL.—We are sincerely glad to find that this interesting experiment, the risk and expense of which have been so patriotically encountered by Sir C. Lemon, is now being effectually tried in this town. The principal courses of lectures and instruction were lately opened by gentlemen, the access to whose teaching is, in the case of two of them, considered a privilege even in the metropolis; whilst of the third, we may say that to have his talents engaged and his zeal devoted in the service of this embryo institution, is almost a security for its success. It affords us much gratification to learn that the number of pupils actually attending the school, is greater than that with which the now successful similar course at King's College commenced. We will not, however, let slip this opportunity of directing the attention of parents and guardians, as well as of young men themselves, to the facility now presented to them of acquiring (in many cases without even leaving their own homes and employments) knowledge of a most important kind, from the teaching of men than whom none more eminent can be met with in the country. We know that many who have recently left school, and are looking forward to a university; and many who are engaged as clerks or apprentices could not possibly devote a portion of their time to any method of study so likely to be essentially beneficial to them, as by taking advantage of the courses now opened in the Mining School. Each of these is accessible at a moderate fee, and where all cannot be attended, such one of them may be selected as best accords with the destination or tastes of the individual.—West Briton.

CARLISLE CANAL.—The annual meeting of the shareholders in this canal was held at the Town Hall, last week. The receipts for the present year were 24 per cent. more than the previous one. A considerable sum, not less than 10,000*l.*, has been expended in improvements during the last year; and a grant not exceeding the above-mentioned sum, has been obtained from the shareholders to enable the directors to complete the improvements now going on at Port Carlisle. A dividend of 4 per cent. was declared.—Gateshead Observer.

FILK CUTTING MACHINE.—We were afforded last week, through the kindness of a friend, an opportunity of seeing the file-cutting machine for which a patent was obtained about three years ago by Messrs. Torton and Sons, Spring Works, in full operation. It may perhaps be remembered that when this machine was first introduced, it was deemed visionary and impracticable, and the impossibility of its ever superseding the cutting by the hand, was nearly universally admitted. Time and experience, however, have proved that neither the expectations of the inventor, nor the confidence of the purchasers of the patent, have been unfounded or misplaced, as it now turns out files of a more regular and superior cut to the average run of those made by the hand, and in much greater number in the same time. When we saw it it was at work on 18in. round barstead, of which six were undergoing the operation at one time, and the exactness and regularity of the cuts were truly surprising. The principal beauty of the machine consists in the simplicity of its movements and the skillful application of the principles of mechanics in modifying the stroke according to the varying thickness of the steel,—striking lightly at the point, and increasing in strength as the thicker parts of the file come under its action. We were also shown specimens of flat second cut, and hand file smooth, which could not be excelled by the most skilled workman.—Sheffield Iris.



## PROCEEDINGS OF PUBLIC COMPANIES.

## LONDON AND BRIGHTON RAILWAY COMPANY.

The half-yearly general meeting of the proprietors of this company was held, pursuant to the Act of Incorporation, at the London Tavern, on Thursday, the 18th inst.; a part of the business of the day being to submit, for the confirmation of the shareholders, the minutes of the directors, under date 6th December, 1838, and 28th March, 1839, declaring forfeited all shares upon which the second and third calls of 3s. per share each, due on the 5th June and 17th October, 1838, had not then or since that date been paid.

JOHN HARMAN, Esq., in the chair.

The seal of the company being put to the registry of proprietors. The CHAIRMAN said he should not detain the meeting with any prefatory remarks upon the state of the company, the directors' report, which they had to submit, would be found very full and explicit upon all points; he should be happy to answer any questions when the report had been read.

The report was then submitted, which, in reviewing the progress of the undertaking, and the present state of the company's affairs, stated the total amount expended in the purchase of land was about 340,000*l.*; of this, however, it was calculated that such portion of land as would be re-sold (not being required for the purposes of the company) would be about 60,000*l.*; it would be gratifying to the shareholders to learn that the directors had been very successful in cases of disputed compensation for the land required to be purchased; it appeared that out of 120,000*l.* claimed by the proprietors of such land, 35,000*l.* only had been awarded, showing the difference to be about 85,000*l.* in favour of the company, and thereby recourse to a jury, as the best means of settling such disputes. The whole length of line was contracted for, and the work was now being carried on with energy. This, the directors had effected, without any application to the Legislature for extension of time or deviation from the line determined on; the directors considered this as quite unprecedented, and affording ground for much satisfaction. It appeared that the amount for which the contracts had been let along the line was 650,000*l.*, exclusive of 15,000*l.* which would be required for tunnelling. It appeared, moreover, that the arrangements for the purchase, by the South-Eastern Railway Company, of such portion of the line upon which that company would run its carriages, as also their right of traffic thereon, had been amicably settled between the directors of the two companies. With regard to the forfeiture of those shares which were in arrear, the directors trusted that this meeting would come to some decision—the amount so in arrear was 122,000*l.*, which, causing a serious defalcation in the funds of the company, would injure the undertaking, and retard the works. The amount to which shares, on which the calls were paid, were now liable, was 8*l.*; the directors, upon this being paid up, would be authorised to borrow the sum of 600,000*l.* They had to report the appointment of Mr. Cotterworth to the office of director, in the room of Mr. Clay. He mentioned that the Greenwich line, in consequence of the increased traffic they had to support, had determined upon widening their line of railway, and concluded by congratulating the shareholders on the satisfactory state of the company; they wanted merely the cordial co-operation of the shareholders, and they were convinced that every statement that had been put forth to the proprietors would be fully realised.

The engineer's report, detailing the state and progress of the contracts along the line, was then read.

The statement of accounts was submitted, from which it appeared that a balance of 33,288*l.* was in the company's hands on 30th June last.

The CHAIRMAN, in answer to a shareholder, said he believed the whole amount of cost would not exceed the original estimate; with respect to the compensation made for land, they would certainly have been obliged to pay a larger sum, if the engagements had been entered into privately, than in adopting the course which they had done, in having recourse to a jury.

Mr. WALEY hoped the report would receive the cool and deliberate judgment of the proprietors; he agreed with the directors, that the state of the company was very satisfactory, and, moreover, a subject of congratulation that there was no serious difference between the original estimate and the amount they now found was requisite to carry out the company; but he heard, with great regret, a portion of the report—he saw it was necessary to clothe the directors with power to secure the payment of their capital, to enable them to carry out the objects of the company; from the very great falling off in the payment of the calls, it was obvious to him that they would not in future be able to obtain the payment of any considerable amount of instalments, unless they at once came to some decisive measure with respect to the defaulters. Now, there was nothing in the report to discourage the shareholders, and he would state, it was most unfair to those who did pay, and co-operate with the directors, that these parties should be suffered to back out of the concern if bad, and if it turned out good that they should come forward and claim their interest in the company; the amount they had received within the last half-year appeared to be one-third of the amount of liabilities they were under, and they could not expect that the directors would peril their private interests; he had, in moving the adoption of the report, to recommend that the meeting authorise the directors to take some decisive measures to obtain the payment of the calls in arrear.

Mr. RALPH TODD (of York) wished to express his satisfaction with the state of the company's works; he considered they were carried out in a very superior and creditable manner—in saying which, he expressed the sentiments of the shareholders in the north; he had to congratulate the shareholders upon the amicable arrangement which had been made with the directors of the South-Eastern line. With regard to the forfeiture of the shares in default, he had arrived at a very decided opinion; he considered that by declaring them forfeited, they would be granting a premium to those shareholders who had not paid their calls—it would be an act of injustice to those parties who had supported the directors, and paid their instalments; he, for one, would on no account sanction their forfeiture—they had bound themselves to an engagement with the company, it was their duty to fulfil such engagement, and they ought to be kept to it; he begged to second the motion for the adoption of the report.

Mr. TROTT thought the directors should give a full and detailed statement of the accounts of expenditure, in order that they might be able to judge for themselves whether the company's funds had been judiciously applied, or misappropriated—the accounts should be made up in the most explicit way, that no imputation of concealment might be thrown upon the body of directors, whom he knew to be above suspicion.

The CHAIRMAN put it to the meeting, whether it would be polite to make public the names of the contractors, or the detailed items of their engagements, as such a step would create confusion among their affairs, and prove most injurious to the interests of the company; they had the gross amount, which had been acknowledged satisfactory—why was not the proprietor satisfied with that? they were, however, in the hands of the meeting, and if they deemed it necessary to make known all the items of the various engagements they were under, then it should be done.

Mr. WALEY entirely objected to make such a statement public, in which the meeting agreed with him; he said it would be highly impolitic, and showed the necessity, by reference to another company, of the directors being guided by their own judgment, and not always accepting the lowest tender.

Mr. CASH agreed with that gentleman, and said it was a question of confidence in the board of directors, and he hoped they would show that they did entertain confidence in them, by setting the question at rest, and pass the report and accounts.

It was then resolved, that the report and accounts be received and approved, and circulated among the shareholders.

Some correspondence that had taken place between Mr. Troup and the directors was here submitted, from which it appeared that Mr. Troup was dissatisfied with the directors, stating that calls had been made without being required, and that the contracts were larger in amount than any class of contractors could undertake; also, that he wanted a detailed statement of the accounts to be submitted.—The meeting seemed to be perfectly satisfied with the course the directors had adopted, and to consider that such complaints and charges required no refutation.

A DIRECTOR said he had been honoured with a visit from Mr. Troup, and that the infinity of idle questions which that gentleman had put, and the information he required, were alike out of reason, and impossible to afford.

Mr. MAJOR wished to express the great dissatisfaction he felt towards the directors, for not having forfeited shares which were in default of payment on the calls—he, for instance, had transferred his shares to another party, who had not paid the calls subsequently made, and although he now possessed no interest whatsoever in them, the directors continued to apply to him for the payment, as though they were still his property; he had repeatedly written to them, stating the transaction, and begging them to forfeit such shares without reserve, as the amount of about 50*l.* remained against his name as a liability, placing him in a most unpleasant and disagreeable situation; he had to complain that after such explanation afforded by him, and request to forfeit them, that the directors had done nothing in the matter; they had acted with very reprehensible reticence—how could they expect, if they conducted the affairs of the com-

pany in such a manner, that they should have the support of the proprietary, or be able to proceed with spirit.

The CHAIRMAN said, the worthy gentleman had not acted with justice towards himself; it was his duty to have seen, on making the transfer of his shares, that the same was duly registered. What could they do otherwise than apply to their registered shareholders for the payment of monies due: they could not at his desire, and upon his authority, forfeit the shares; they must act with them as they would with others, and, in pursuance of that principle, had declared the shares forfeited, when they were legally able to do so. No charge of neglect of duty should be brought against the directors, it was the fault of Mr. Major himself, he had brought himself to this predicament.

Mr. MAJOR still contended the shares ought to have been forfeited upon his representation, which the directors maintained would have been acting illegally.

A MEMBER of the board of directors submitted, that the question which the shareholders had this day to decide was, what steps should be taken with the mass of shares which had been declared forfeited by the directors; it was not a question affecting an individual, but the whole mass of shares. He begged them to arrive at once at a decision, and suggested whether it would not be acting prudently to forfeit the shares, but subsequently restore them on payment of the calls due.

The CHAIRMAN said, it was a subject which had occupied much of the attention of the board; it had been frequently discussed and well digested; they had arrived at the determination to recommend "That the resolution declaring the shares forfeited be not confirmed, but that the solicitor be instructed to proceed against the parties, and endeavour to obtain the payment of the calls, with interest."

The meeting appeared unanimous in their approbation of this decision of the directors.

Mr. TODD begged to move a resolution to the following effect:—"That the declaration of forfeiture of the shares in default be not confirmed, but that those shares upon which the second and third calls were not paid by the 1st August, and those shares upon which the fourth and fifth calls were not paid by the 1st September, be forfeited," which, however, he consented to withdraw, upon the following being put:—"That the declaration of forfeiture be not confirmed, but that the directors be authorised to commence proceedings for the recovery of the calls against such parties as they should see fit, and, moreover, that they should be authorised to suspend such proceedings as they should see fit, the particular cases of such to be submitted to the first special meeting of shareholders." This resolution was carried with two dissentients only.

Mr. TERREWEST wished to impress upon the meeting, that the report which had been circulated relative to the large outlay of money in contracts and works was unfounded, the amount being within the original estimate. He found, by calculation, that the company would not require the whole amount of capital which they could raise, by one million of money. He would, however, in order to ease the shareholders of further heavy payments on account of their shares, propose—"That the directors be authorised to borrow 300,000*l.*, when one-half of the capital of the company should be paid up."

Mr. WALEY objected to such a course, as being very unwise—parties would not lend except upon a secure basis; it would appear to the world that they were in an unfavourable position with regard to their finance affairs.—The proposition of Mr. Terrewest was then dropped.

The CHAIRMAN then said, he had received an application from the Church Pastoral Aid Society, addressed to the directors, requesting aid from the company in support of some ministers of the Gospel, whose object was to promote the social and moral condition of the men employed by the company; he, together with the board of directors, looked upon the application in a favourable light, and one greatly calculated to promote the interests of the company, and the condition of the men; he hoped, in submitting the application to the meeting, that some proprietor would name the amount he might think it desirable for the company to contribute.

Mr. CASH said he had seen the degraded and ignorant state of the labourers employed, and was exceedingly glad it had come before the company's notice in its present form; he had great pleasure in moving that the sum of 100*l.* per annum be contributed annually to the society.—The motion was carried unanimously.

Mr. CASH wished, before the meeting separated, to move the cordial thanks of the proprietors to the chairman and board of directors, for the zealous and persevering manner in which they had conducted the affairs of the company—which resolution was carried with unanimous approbation.

The thanks of the meeting having been voted to the engineer, for his attention to the interests of the company, and the satisfactory report this day submitted by him, the ENGINEER, in returning thanks, said he fully calculated—provided the shareholders gave the directors their cordial support—upon having the line open in eighteen months.

The thanks of the meeting having been given to the chairman, for his conduct in the chair, the meeting separated.

## GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

On Friday, the 5th inst., the half-yearly meeting of the proprietors of this company was held in the Sheriff Court Hall, Greenock.

ROBERT D. KIRK, Esq., in the chair.

Capt. HUTCHIN read the report of the directors.

The report stated, that during the last six months the progress of the railway had been fully commensurate with the anticipations of the directors; and the present state of the contracts tended to confirm them in the hope which they had expressed on former occasions, that the whole line would be ready for traffic next summer. With one or two trifling exceptions, the whole of the land required was now in the hands of the contractors, and the various works were being carried forward with great vigour. The committee of management for the joint line between Glasgow and Paisley also reported that all the works under their charge were in a state of great forwardness. The whole of the land had been obtained, and all the required properties in Paisley and Tradeston would shortly be in their possession. With respect to the situation of the station at Greenock, the directors contemplated bringing the terminus into Calverly street, within two minutes walk of the steam-boat quay, instead of stopping short at Begun street, as originally contemplated. They had also in view a project for carrying a line of rails on to the quays, as a means of still further improving the communication, but no decision had yet been come to upon this subject. In the mean time they had lodged the necessary notices for an amended act next session, comprising several of these plans, also to enable the company to build a pier opposite to Dumbarton, and by establishing a ferry there in connection with the railway, command a considerable portion of the trade of the town. At the request of several proprietors in that district, the directors had caused an exploring survey to be made of the Leven Valley, in order to ascertain the feasibility of carrying a line of railway from Loch Lomond to the Clyde, at Dumbarton. The distance was five miles, and the result had proved very favourable to a cheap line. Should a company be established on carrying out this scheme, the board of directors were prepared to forward their views, and all the advantages which would accrue from an undertaking which would bring the shores of Loch Lomond, with its populous manufacturing neighbourhood, within one hour's journey of Glasgow. The report concluded, by referring to the gratifying manner in which the calls had been answered; and in order to relieve the proprietors as far as possible from these periodical demands, the directors proposed, after the August call had been paid, to take up on loan the sum of 1,553,557*l.*, authorised by the Act, the authority for enabling them to do which rested with the present meeting.

The report of the engineer (J. E. Errington, Esq.), giving a minute and gratifying detail of the state of the works on the line, having been read.

The CHAIRMAN addressed the meeting at some length, congratulating the shareholders on the satisfactory progress of the works, and the prosperous state of the company's affairs. "It is impossible," he observed, "to estimate the amount of good that will be done by this, and the other Scottish railways to Scotland, and in particular to the cities, towns, and districts of their several localities, or to question the vast resources of these localities for the employment of railways; but still the whole resources of these railways will never be fully developed, nor will they attain to that highest degree of importance which awaits them, until, by a connecting link with the railways of England, they become in reality a great national work, part of a great whole, extending from the centre to the extremities of the country, and bringing the metropolis within reach of the remotest hamlet in the kingdom. It is this universality which gives to railways their most beneficial character. It is earnestly wished, and, I am happy to say, confidently expected, that this connecting link, so desirable, will ere long be accomplished, and when it is, vast national benefits must follow, and a great increase of employment to the railways of both kingdoms." In noticing the injurious operation of the high price of coal upon the trade and manufactures of the town, he said that the best remedy was in process of being applied to correct the evil, viz., the intersection of coal-fields by railways, the effect of which would be soon apparent in bringing a larger supply to market; and he took upon himself to say, that every facility, in respect of convenience and moderate carriage, would be given to encourage a trade in coals along this railway.

THOMAS TURNER, Esq., moved the adoption of the report, which was seconded by JAMES WALKER, Esq., and unanimously agreed to.

In accordance with the recommendation contained in the report, WILLIAM LEITCH, Esq., moved that so soon as 300,000*l.* shall have been paid, the directors be authorised to take up on loan, at such rates of interest as they shall obtain, not exceeding 5 per cent., on the security of the tolls and duties leviable on the railway, the sum of 133,333*l.*, agreeably to the provisions of the Act of Incorporation (which motion was seconded by JOHN MCCUNN, Esq., and carried unanimously).

THOMAS SAUNDERS, Esq., then moved that the cordial thanks of the meeting be given to the directors for their unremitting labours to promote the success of the undertaking. This motion was seconded by ANDREW ANDERSON, Esq., and carried unanimously.

A vote of thanks was afterwards passed to the chairman by acclamation, and the meeting separated.

## YORK AND NORTH MIDLAND RAILWAY.

The half-yearly general meeting of proprietors of shares in this railway was held in their office, St. Leonard's-place, York, on Monday, the 8th instant. Considerable interest was attached to the proceedings, in consequence of a proposition being entered for taking into consideration the subject of Sunday travelling on the railway. There was a full attendance of the proprietary.

The LORD MAYOR in the chair.

Mr. BAKER (the secretary) read the report of the directors, from which it appeared that the receipts of the company up to the 30th of June last was 274,306*l.* 11*s.* 10*d.*, and the expenditure 212,145*l.* 15*s.* 3*d.*. There was cash in the hands of the bankers amounting to 62,160*l.* 16*s.* 7*d.* [It was stated by the chairman, that the receipts were gradually increasing; for a fortnight ago they were only 366*l.*, while last week they amounted to 421*l.*] The decision of Lord Denman, in the case of the company and Lord Howden, was regarded as very unsatisfactory; but, the former having had the opinions of six judges in their favour, it was the intention of the directors to prefer an appeal to the House of Lords. The report went on to state, that the whole of the works on the line are now in active progress, and there was no reason to doubt that the line may be opened simultaneously with the North Midland and Leeds and Manchester lines.

On the motion of S. TUCK, Esq., seconded by E. STRICKLAND, Esq., the report was adopted.

A vote of thanks was afterwards given to the directors, on the part of whom the chairman returned thanks.

The CHAIRMAN expressed an opinion, that the York and North Midland Railway would prove one of the very best investments in the kingdom. With the traffic now doing, the company were earning at the rate of 22,000*l.* a year, on an outlay of 138,000*l.* They had never had a stoppage or a break-down since the commencement.

The question of discontinuing the running of the trains on the Sabbath next came under consideration.—Mr. TUCK introduced the subject, and after showing that the Sabbath was a divine institution, set apart by God himself as a day for exclusive devotion to religious duties, moved the following resolution:—"That no engine or carriage belonging to the York and North Midland Railway Company be employed on the Sabbath day, for the ordinary conveyance of passengers."—The motion was seconded by Mr. Alderman MEER, and supported by Mr. Blanchard, Mr. Rowntree, and Mr. Watson.

It was opposed by Mr. Stafford (who said he had come 400 miles for the purpose of assisting to defeat the proposition), Mr. W. Smith, jun., and the Lord Mayor.

Mr. TUCK having replied, the shareholders proceeded to vote, and at the conclusion the numbers announced were—for the motion, 233; against it, 350; majority against the motion, 117. The proxies (included in the above) were—for the motion, 159; against it, 268.—Mr. Meek then announced his intention to resign his trust as a director; and Mr. Blanchard did resign his office as one of the solicitors to the company. The resignation of Mr. Meek could not be accepted at that meeting, and the Lord Mayor pressed him to re-consider the matter. A vote of thanks was then given to the chairman, and the meeting dissolved.

## GREAT NORTH BRITISH RAILWAY.

On Tuesday a public meeting of the inhabitants of Dunbar, with a number of landed proprietors, &c., in the neighbourhood, was held in the Assembly Rooms, to consider resolutions in favour of the coast line of railway from Newcastle to Edinburgh.

PROVOST KIRKWOOD in the chair.

Mr. SIMON SAWERS moved the first resolution (a general one in favour of railways), which was seconded by Mr. G. SKEED.

Mr. H. F. CADDELL, of Cockenzie, proposed the second resolution, which was to the effect—"That the coast line by Berwick and Dunbar was far preferable to the midland line, recently proposed by Mr. Blackmore." Mr. CaddeLL referred to the high authority of Mr. Stephenson, in favour of the coast line. "I may say," says Mr. S., "that I never examined a country, for a line of railway of the length this will be, where the works to be executed were of an easier description, or the levels and inclinations of a more favourable character." The distance of both lines is nearly the same. But on the coast line the gradients averaged ten feet per mile; and the average on Mr. Blackmore's line was from twenty-four to thirty feet per mile. Again, the population on the eastern line was 170,000, while on the midland it was only 80,000, or not a half. Snow seldom lay on the coast, and if it did there were plenty of people to remove it. Snow fell more abundantly on the midland line, and lay longer; and owing to the paucity of inhabitants in some places, there would be a difficulty in getting hands to clear the railway. The directors of the Eastern Railway had got all their plans prepared, and had already lodged the necessary parliamentary notices. The midland promoters had taken no such step.

The other speakers were Captain Hay, of Belton, Mr. R. Hunter, General Currie, Mr. Hunter, of Thurston, Major Midkiff, Bailie Sawers, of Edinburgh, and Mr. Dodgson. The resolutions were strongly expressive of the superiority of the coast line, and the determination of the meeting to aid by every means in their power the formation of that line.

After thanks had been carried unanimously to Provost Kirkwood, for his conduct in the chair, the meeting separated.

On Friday last a meeting of persons friendly to the proposed midland line took place in Barry's Hotel, Queen's-street.

W. HURK CALLENDER, Esq., in the chair.

Mr. BLACKMORE (the engineer) stated the advantages which he believed this line to possess over the coast line. These consisted chiefly in twenty and a half miles of the midland line being already formed, and the ease with which a junction could be made with the Edinburgh and Glasgow Railway (whereas he believed a junction between the latter and the proposed terminus of the coast line was impossible). He remarked, also, that an objection had been taken to the midland line, on account of the gradients, but the objection was unfounded, for the steepest gradient was only thirty feet per mile, which, compared with other railways of equal magnitude, was very favourable.

Mr. JOHN DALRYMPLE then moved a resolution, to the effect—"That the meeting were of opinion that Scotland could not, for a long series of years, undertake more than one line of railway in connection with the south, and that it was therefore advisable to make that one suit, as far as was practicable, the railways of Edinburgh and Glasgow, and to form the means of communication with the east and west of England; and that the meeting were also of opinion that the midland line would command a greater quantity of traffic, be a better investment for capital, and benefit the country at large more than the line along the sea coast."—Mr. CAMPBELL, of Islay, M.P., after a few remarks, seconded the motion.

Mr. J. FORRESTER explained the grounds upon which the Town Council had declared themselves in favour of the coast line, but observed that if any new information should arise of a nature calculated to produce a preponderating influence in favour of the midland line, he had no doubt they would willingly alter their decision, though he had no authority for expressing their opinion.

Mr. BLACKMORE stated that the Town Council were in error in supposing that a saving of one or two hours would be effected by the coast over the midland line; the difference would not be more than a quarter of an hour.

Mr. J. SCOTT, W.S., also stated, that so far from the population on the coast line being much larger than the other, the population on both lines was about equal, and so was the valued rental.

On the motion of Col. MACDONALD, a provisional committee was appointed to correspond with the other committees elsewhere on the same subject.—Mr. James Forrest and Mr. Drysdale declined to allow their names to be inserted in the list of committee, but promised to attend the meetings for information.—After thanks to the chairman, the meeting separated.—*Edinburgh Chronicle.*

(For remainder of "Public Companies," see page 21.)

Lord Vernon's collieries have been for some time, and are still, closed, in consequence of a turn-out of the miners.—*Derry Mercury.*



**RAILWAY AGENCY OFFICE, No. 24, CORNHILL.**—This agency office has been established under the patronage of several eminent engineers for the purpose of supplying, both at home and abroad, to any extent the most improved engines and carriage frames, and so constructed that by no accident can they be upset, with all other machinery incidental to railways. In this office also will be kept a registry of all official documents connected with railways, and other public works, from which the public may be afforded the most accurate information of their respective progress, comparative advantages, and prospects. Apply (by letter, post paid) to Mr. Walter, 24, Cornhill.

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The directors of this company do hereby give notice, that they transact BANKING BUSINESS of every kind upon the principle of the SCOTCH BANKS.

Current accounts kept with individuals or bodies of persons, and interest at the rate of 2½ per cent. allowed on the average monthly balances of such accounts.

Deposits of money received of any amount, and for any time or term; upon deposits to be withdrawn at a short notice, interest at the rate of 3 per cent. per annum is allowed; upon sums deposited for terms a higher rate of interest is paid—viz.: 4 per cent. for cash to be withdrawn after Three Months' notice.

Discount accounts opened with any person or persons who may be respectably introduced.

Cash credits granted on the principle of the Scotch banks.

The accounts and agencies of joint-stock and other country and foreign banks, and of individuals or bodies of persons, residing in the country or abroad, undertaken.

Advances of money granted upon the security of landed property in any of the colonies and settlements of Australasia, upon stocks and shares, upon consignments of merchandise to or from the colonies, upon the shares of the bank, and generally upon any other securities that may be approved of.

Exchange business of every kind transacted.

Bills and letters of credit granted as may be required on the Branch Banks of the Company in the Australasian colonies, at an exchange of 1½ per cent. Bills, notes, drafts, &c., upon parties residing in either of the said colonies cashed, or remitted for collection.

Sums of money invested by the bank upon the security of landed property in any of the Australasian colonies for account of parties resident in the United Kingdom, or elsewhere.

Any person having business to transact in relation to the Australasian colonies, may obtain information and advice regarding the same from the Managing Director, who has resided in Australia, and every application respecting business meets with immediate attention.

The remaining shares will be issued at a premium, until further notice, of 10s. per share; applications for the same, or regarding business, may be made personally, or by letter (post paid), to

The North of Scotland Bank, Aberdeen and Branches.

Royal Bank, Liverpool.

The Oxford Bank, Oxford.

The Wakefield Banking Company, Wakefield.

The Leicester Banking Company, Leicester.

The Chatham Bank, Chatham.

Western District Banking Company, Devon and Cornwall.

Messrs. Stephens and Co., bankers, Reading.

R. Curtis, Esq., Liverpool.

David Holt, Esq., Manchester.

Harry Hughes, Esq., Halifax.

Messrs. R. B. Watson and Co., Leeds.

W. H. Reese, Esq., Birmingham.

John F. Hryl, Esq., Newcastle-upon-Tyne.

H. E. Drake, Esq., Bath.

James C. Hughes, Esq., Bath.

J. B. Cox, Esq., Taunton.

Robert Allan, Esq., Edinburgh.

Francis Reid, Esq., Glasgow.

Messrs. Stronach and Grainger, Aberdeen.

Messrs. Grant and Rennie, Inverness.

P. Just, Esq., Dundee.

Messrs. J. Stoddart and Sons, Dublin.

Mr. Anthony Ferrier, Cork, or to

FREDERIC BOUCHER, Managing Director.

55, Moorgate-street, London.

N.B.—Agents will be appointed for other towns and places in the United Kingdom; and applications from Banks or Bankers will be preferentially considered.

### THE ENGINEER AND SURVEYOR'S MAGAZINE,

RAILWAY JOURNAL, and MONTHLY REGISTER OF PRACTICAL SCIENCE.

This Magazine will be of 4to size, and will contain twenty-four pages of letter-press, with engravings; it is intended to embrace the details of practice of the above important professions, and will comprise Original Articles, Professional Communications, selected from English and Foreign Publications, and whatever information may be considered interesting or useful to the engineer or surveyor.

The letter-press, which has been entirely neglected in all similar publications, will receive special notice in this. Authentic descriptive details will be given of every variety of engineering works, new inventions and improvements, digests of transactions of scientific societies, engineering evidence, railway and all other public works in progress, with specifications and estimates; also reviews, and notices of new books. Neither the fine arts, nor abstract science, will form a feature in this Magazine, neither will irrelevant matter of any kind be discussed; but its columns will be entirely given up to the recording of useful and practical matter, in order to render it a guide and text book to the profession.

The first number (price 1s.) will be published on the 1st of August. Advertisement connected with the profession will be inserted. Books for review must be sent early in the month, and communications (which are solicited) by the Editor, but earlier if accompanied with drawings. All communications (post paid) for the Editor, to be addressed to the office, 161, Fleet-street.

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WILSON BALE & CO., 11, Finsbury-street.

### PUBLIC COMPANIES.

**MEETINGS.**

Great Eastern and London Railway Co., 24, Moorgate-street, July 22.

London and North Western Railway Co., 24, Moorgate-street, July 22.

London and South Western Railway Co., 24, Moorgate-street, July 22.

London and Birmingham Railway Co., 24, Moorgate-street, July 22.

London and Manchester Railway Co., 24, Moorgate-street, July 22.

London and York Railway Co., 24, Moorgate-street, July 22.

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London and Exeter Railway Co., 24, Moorgate-street, July 22.

London and Plymouth Railway Co., 24, Moorgate-street, July 22.

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London and Gloucester Railway Co., 24, Moorgate-street, July 22.

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London and Perth Railway Co., 24, Moorgate-street, July 22.

London and Inverness Railway Co., 24, Moorgate-street, July 22.

London and Exeter Railway Co., 24, Moorgate-street, July 22.

London and Plymouth Railway Co., 24, Moorgate-street, July 22.

London and Bristol Railway Co., 24, Moorgate-street, July 22.

London and Gloucester Railway Co., 24, Moorgate-street, July 22.

London and Worcester Railway Co., 24, Moorgate-street, July 22.

London and Hereford Railway Co., 24, Moorgate-street, July 22.

London and Shrewsbury Railway Co., 24, Moorgate-street, July 22.

London and Chester Railway Co., 24, Moorgate-street, July 22.

### NOTICES TO CORRESPONDENTS.

**W. M. THOMAS, Editor of the "Mining Journal."**—The question of change of venue is still delayed, and which remains alone with the plaintiff, as our affidavits are delivered. We find that, from inadvertence, and the press of documentary evidence furnished us at the moment, that the prospectus of the "South Consolidated Mining Company" was not inserted with the others in our Supplement accompanying the Journal of the 6th inst. We now insert it, our attention having been drawn to the subject by a correspondent (Leeds), for which he has our thanks. Several communications have come to hand this week, which shall have our best attention—the next must be one of activity. There shall be no want of it on our part, as far as locomotion will progress our movements, and we trust that our correspondents will not fail to continue to furnish us with all the information they possess, more especially documents, as it is as yet uncertain whether we may not be compelled to go to trial on the 1st August.

We have much pleasure in acknowledging the receipt of a letter from M. Kersten, Prof. de l'Ecole Royale des Mines, Freiberg, accompanied by a notice of a new metal by M. Berzelius, and a communication of his own, on the assay of ores, both of which will appear in the next Number of the Mining Review.

## THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, JULY 20, 1839.

The steady advance made in the working of mines in Ireland, whether considered with reference to the increased sphere of operations, or to the successful results which have attended them, is a source of congratulation to the miner, and to all who, however unconnected with mining pursuits, participate in the pleasure ever derivable from the knowledge that capital embarked finds a remunerative return, and more especially when such investment affords the means of giving employment to thousands of families who might otherwise be in a state of starvation.

It is melancholy to turn to the columns of the Irish press, which daily depict scenes of misery and destitution, arising not from any fault of the peasant, nor from idleness or a lack of inclination to labour, but solely from the impossibility of obtaining employment; and this distress will be found to exist more especially in those districts which hold out prospects to the miner, as containing mineral deposits. In many instances, under the barren and uncultivated soil, has been discovered a mine of wealth, and health and comfort are now found within the cabin of the miner, where poverty and wretchedness before resided, and the advances of civilisation are exemplified in the comparatively comfortable cottage, when contrasted with the mud cabin, which before occupied its site.

This, alone, presents a theme for exultation and pleasure, as alleviating the distresses of those who only require the opportunity to work, to enable them to be independent of that charity which too often they are compelled to crave, or the introduction of poor laws, or other legislative enactment, to alleviate their miseries.

We feel confident, that any one—no matter how sordid may be his views, or how little compassion may fill his breast—has only to visit Ireland, to create in him all the kindly feelings of the philanthropist, and to arrive at that conclusion, which an intimate knowledge of that country has enabled us to form. With a soil almost unequalled for its fertility, with mineral resources abundant, but, hitherto, we may say, untried (for we do not admit that partial workings, although successful and of magnitude, as regards particular mines, are in any way to be compared with the vast deposits which that country contains), with water power, and those facilities presented by its inland navigation, its capacious loughs, and its fine harbours—with all these advantages, it must be apparent to all who visit that country, that employment alone is wanting to render the people at once happy and independent. This is afforded, more particularly by the working of mines, and the construction of railways; the former adds to our wealth, as extracting from the bowels of the earth the ore which otherwise would remain valueless,—the value of the ore raised and sold being a national gain (whether it be remunerative to the adventurer or not), as the amount so realised is principally expended in labour, or in supplies, which, whether iron, candles, powder, or other materials, may be said to be furnished by the produce of the mines. It is, however, gratifying to find, that in the majority of instances in which mining is carried on in the Sister Isle, the returns to the adventurer have been, and are, highly satisfactory.

Several measures have been projected for affording employment to the peasantry of Ireland, and for the establishment of companies with that object, while the prospectuses and information acquired on their formation, appeared to hold out justifiable grounds for anticipating satisfactory returns on the investment of capital. Such was the case with the railway projects, and had not Government fruitlessly interfered, we feel assured, that at this moment, railways would be in operation in Ireland. On the propriety of such interference, and the advantages that might be expected to be attendant on a Government measure (jobs being always excepted), we remarked at the time, and it cannot but be a matter of regret, to the Government itself, as it must be to the private shareholder in the several companies, and to the public at large, to find, that after having once expressed its determination to carry out works of this kind by a public grant, and thereby checking private adventures, that it should have now withdrawn and left these measures to be carried out, if practicable, by private enterprise. We will not, however, follow up this subject, but merely refer to it as one medium whereby Ireland might be greatly benefited. Again, we have had banking companies; these, we admit, do not afford employment directly, but indirectly they do, as they enable the manufacturer, the trader, and the agriculturist, to give employment to others, by rendering him facilities whereby he is enabled to extend the pursuits in which he may be engaged. We find, also, that a company has lately been formed, with the view of encouraging emigration to Beauharnois, in Lower Canada, the particular objects of which were detailed in a late Number; this, it may be said, is an exception, its object being emigration—the emigrants being, in the majority of instances, the most industrious classes, and, therefore, that that company at least does not tend to encourage employment. We, however, believe the reverse to be the case, as it is an indisputable fact, that the poverty of Ire-

land arises both from want of employment, and a comparative excess of population. Reduce this population then, and employment is afforded to the few, which cannot be participated in by the many.

We must, however, return to the subject more immediately before us, and with a few figures and remarks applying thereto, shall, for the present, defer any further observations on so interesting a topic as that of Ireland.

We last week referred to the report of the "Mining Company of Ireland," in which it was stated that the profits on the past half-year amounted to 13,204l. 2s. 10d., of which, however, 2084l. 1s. 5d. had been applied to extending their works. This company, we then observed, was one of the gratifying instances afforded, that by perseverance and a strict observance of economy (indispensable in all mining operations), success may be fairly calculated upon.

We find that the public sales of copper ores from some of the principal mines of Ireland, by ticketing, in Swansea, for the past three years, ending 30th June last, was 60,070 tons, amounting to 372,127l. 1s. 6d., and averaging 6l. 3s. 10d. per ton, thus proving the rapid advance which is taking place in the mineral produce of the Sister Isle.

The following are the mines embraced in the above summary:—

	Tons.	Amount.	Average.
Knockmahon ..	17,036 ..	£145,225 9 6 ..	£8 2s 3
Allihies .....	14,286 ....	123,709 6 0 ....	8 13 2
Ballymurtagh ..	17,016 ....	56,593 18 6 ....	3 6 6
Cronebane .....	7,646 ....	30,610 0 6 ....	4 0 0
Connorree .....	2,551 ....	10,743 1 0 ....	4 4 3
Ballygahan .....	1,535 ....	5,245 6 0 ....	3 8 4
	60,070	£372,127 1 6	£6 3 10

The success which has attended the "Allihies" mine, those belonging to the "Mining Company of Ireland," the "Ballymurtagh," the "Cronebane" and "Tigrony"—the richness of the ores in some cases, and their abundance in others, in addition to which (we believe the only instance), may be named the "precipitate" obtained from the "Connorree" mine, in the county Wicklow, being merely a deposit of the copper held in solution in the water, and raised to surface for keeping the mine in fork, yielding 67 per cent., or 53l. 6s. per ton, afford sufficient evidence to warrant capital being embarked in Ireland. It is a new and a wide field for mining operations, hitherto but partially proved, and holds forth promise which should not be neglected. Several concerns have, we admit, been abandoned, either from want of management, or from the shameless rascality—for we cannot use other terms, even in these days of libel—of projectors and jobbing directors; that time has, however, we hope, gone by, and we live in hopes of seeing Ireland a happy and prosperous country, and what is not the least, or last in our wishes, that it may be productive of benefit to the capitalist and the miner.

We remarked last week upon the successful results already exhibited by several of the lines of railway which have recently been opened, and we are pleased to find that our column of Railway Intelligence for the present Number contains several proofs of the justice of these observations. The Derby and Nottingham Railway already commands a great traffic, no less than 3000 persons having passed over the line in one day, and many of the neighbouring farmers (not a class likely to sanction innovation unless prompted by self-interest) are stated to make use of the railway in preference to bringing their own horses. The Eastern Counties Railway has conveyed nearly 30,000 passengers during the first three weeks, more than 3000 passengers having passed over it on one occasion in a single day. The North Union Railway, limited as its traffic must be, till the completion of the Preston and Lancaster, and the Preston and Wyre lines (both progressing satisfactorily, as we have lately ascertained by personal examination), still commands a steadily increasing traffic, which augurs well for its receipts, when in full operation. The Manchester and Leeds Railway, the opening of which we noticed a short time since, already averages more than 2000 passengers daily.

These are facts which speak for themselves, in terms which require no comment; they show the eagerness of our population to avail themselves of the advantages of railway communication, and they further prove that those localities have been chosen for their construction, where a great and remunerating demand exists—two facts which give the strongest guarantee possible for the success of these undertakings. As regards the older and more established lines, it is satisfactory to observe, that the Newcastle and Carlisle Railway still keeps up the great traffic it may almost be said to have created for itself, the receipts during the last week having amounted to 1900l. Such a thing, indeed, as the traffic of a railway falling off or declining, is, we believe, totally unknown, although instances of progressive increase must be too familiar to require notice.

Our columns of this week contain two letters on subject of the "Yellow Metal," attacked so virulently by "D.N.," but who has not deemed it prudent to enter the lists with Mr. MUNTZ—a communication from whom appeared in our last. In directing attention to that gentleman's second letter, which will be found in another place, we have to express our obligations to him for having afforded, through the medium of our columns, the results of tests to which he has submitted his "yellow metal." It is, as our correspondent must be fully aware, impracticable for us to obtain information of this nature without it be furnished by those who alone possess the power, while we avail ourselves from time to time of the large and extending intercourse which, we are proud to say, exists between the mining districts and the Mining Journal. On those who possess the means, and attach an importance to the "Journal," we must mainly depend, for however great may be individual exertions, it is impossible otherwise to attain our wishes or to render the publication one of that general interest and importance which is our desire.

The letter of Mr. FREDERICK BURN, a gentleman to whom we have been frequently indebted for his communications, we think, treats the question raised by "D.N." so dispassionately and fairly, that little need be said in addition. The correctness of the views

### METEOROLOGICAL JOURNAL, 1839.

Time.	Therm.	Bar.	Wind.	Cloud.	Remarks.
Thurs. 11	55 to 70	29.82	W. to S.W.	1/2	Clear
Friday 12	55 to 70	29.82	W. to S.W.	1/2	Clear
Saturday 13	55 to 70	29.82	W. to S.W.	1/2	Clear
Sunday 14	55 to 70	29.82	W. to S.W.	1/2	Clear

Except the 12th, 13th, and 14th, generally clear; rain fell on the 12th, 13th, and 14th.

Lightning during the evening of the 12th.

Barometer, 29.82 of an inch.

CHAS. HENRY ADAMS.



entertained by our correspondent, that the "yellow metal," to be perfect in itself, must have a perfect alloy, is so self-evident, that we must confess it would appear to us that "D. N." wrote either without reflection or with a motive. Mr. BURN has treated the subject in a manner which cannot be otherwise than satisfactory, and the results given in Mr. MUNTZ's letter at once confirm the correctness of the views entertained by that gentleman.

We observe that a strong feeling is beginning to manifest itself in Ireland with regard to the renewal of the Bank of Ireland's charter. An important meeting was lately held in Drogheda, to oppose any renewal of the privileges of this corporation, on the ground that such a measure would be calculated "to inflict deep and lasting injury on the agriculture, trade, commerce, and manufactures of Drogheda and the important circle included within fifty miles of Dublin." At this meeting a deputation was appointed to proceed to London, and there oppose, by counsel, the further concession of privileges so injurious to the general interest. This deputation has, we observe, already had one interview with the CHANCELLOR of the EXCHEQUER. The mercantile classes of Dundalk have also exerted themselves in getting up a forcible petition against the renewal of the charter; and this important subject appears, indeed, to be thoroughly appreciated in Ireland, and to excite that attention which it deserves among commercial men.

That corporate bodies like the Bank of Ireland may at one period have exercised a very beneficial influence over the commerce of the country, is probable enough, and we do not dispute, that when capital was less abundant than it is at present, when enterprise was more limited, and our trade carried on upon a less extended scale, it may have been wise and politic to confer great and even monopolising privileges for a certain length of time upon these bodies. The extension of these privileges, after their original term has fairly lapsed, is, however, quite a different thing—the great corporate banks have had their day, they have effected a certain definite object, and have had ample powers to remunerate themselves—powers they have not failed to exercise for their own benefit. Upon what plea then such exclusive privileges can be renewed again, we are totally at a loss to imagine—certainly not on that of public benefit, against which they are unanimously pronounced to militate, while on private grounds, as we have just shown, they can have no further claim. To continue the monopoly of the Bank of Ireland, would be to fetter the operations of other Banks and to place the trade of the country under unnecessary and injurious restrictions. The system of a free trade in banking has been found to work well in Scotland, and other parts of the Kingdom, and the people of Ireland may ask with justice, and we trust with success, to have its benefits extended to themselves.

A very full report will be found in another place of the half-yearly general meeting of the "London and Brighton Railway Company," held on the 18th inst. The general state of affairs, as detailed in the directors' report, will be found very satisfactory, and no less so the calculation of the engineer—that, provided the shareholders gave their cordial support to the undertaking, the line would be opened in eighteen months. The only drawback on the affairs of the company, appears to be the number of shares in arrear, and upon this subject it will be seen that a decisive resolution was very properly adopted by the meeting. We are pleased to observe, that the moral and religious instruction of the labourers employed on the works did not pass unnoticed, and that a grant was made for the purpose: some months have elapsed since we offered some remarks upon this subject, and as our views have been first responded to in the present case, the example will, we trust, be followed by other railway companies.

#### THE FUNDS.

##### CITY, FRIDAY EVENING.

Consols closed at 92½ money, and 92½ for the account. Three-and-a-half per Cent. Red. Annuities 100, and the New Three-and-a-half per Cent. 99½. Bank Stock 190½ money, and India 254½ account. Premium upon Exchequer Bills 18 20 on large sums, and 19 20 on small. Portuguese New Five per Cent. Bonds 34½ 35, and the Three per Cent. ditto 22½. Spanish Bonds, with May Coupons, 19 19½. Brazilian 77½ 78. Buenos Ayres 18½. Chilean 79. Colombian 32½. Peruvian 17½. Dutch Two-and-a-half per Cent. 54½. Old Five 103½. New Loan 100½ money.

Great Western Railway New Shares 2½ pm. Brighton 10½ dis. Birmingham 74 pm., and ditto new shares 16½ pm.—Union Bank of London Shares at par.

##### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Three per Cent. Red. Annuities, 92½ 3; Three-and-a-half per Cent. Reduced, 99½ 100; Long Annuities, 14½; Consols for Account, 92½ 1; Exchequer Bills, 16 18 pm.; East India Bonds, — premium; Dutch Five per Cent., 103½ 103½; Ditto Two-and-a-half per Cent., 54½ 5; Portuguese Five per Cent. 35½ 6; Ditto Three per Cent. 21½ 2½.—Railways.—Brighton, 10½ 1 dia.; Great Western, 5½ 6½ premium; London and Birmingham, 73 75 pm.; New, 21½ 22½ premium; Southampton, 44½ 45½ per share.

LONDON, JULY 19.—Copper and iron continue steady. Tin (foreign) is somewhat firmer. Lead without alteration. Spelter has been fluctuating, but is steadier, at 187. 12s. 6d. to 187. 15s.—few sellers under 187.

TRURO, JULY 18.—Average standard, 1067. 6s. 6d.—Average produce, 7½.—Average price, 54. 4s. 6d.—Quantity of ore, 3988.—Quantity of fine copper, 298 tons 5 cwt.—Amount of money, 29,648. 12s. 6d.—Average standard of last sale, 1047. 16s.—Produce, 7½.

PRICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Company, 231. 12s. 6d.; Birmingham and Midland Bank, 411. 5s.; Town and District, 84. 5s.; Coventry Union Bank, 86. 5s.—London and Birmingham Railway, 163½; ditto, quarter shares, 25½.—Old Birmingham Canal, 219½; Dudley, 98½; Warwick and Napton, 201½; Warwick and Birmingham, 275½.—Birmingham Gas Company, 941. 10s.—Birmingham Water Works, 201. 15s.—Midland Counties Herald.

EXPORTATION OF THE PRECIOUS METALS.—The exportation of the precious metals from the port of London to foreign ports for the week ending Saturday last, is as follows:—Gold bars to Hamburg, 2660 oz.; Rotterdam, 800 oz. Gold coin to Hamburg, 1350 oz.; St. Petersburg, 509 oz. Silver coin to St. Petersburg, 49,000 oz.; Hamburg, 34,000 oz.; West Indies, 13,400 oz.

CORNWALL ASSIZES.—At the Midsummer Quarter Sessions for the county of Cornwall, held at Truro, on Monday, it was moved that the sessions and assizes be removed from Truro to Bodmin. Several magistrates strongly objected to the removal; and an amendment was moved, that Truro was the more convenient place. The magistrates divided, when there appeared twenty-eight for holding the assizes at Bodmin, and twenty-two for continuing them at Truro—a majority of six for the original motion.

#### NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

##### METROPOLITAN PATENT WOOD PAVEMENT COMPANY.

Capital £120,000, in 6000 shares of £20 each. Deposit £3 per share.

This company, which has been introduced under very influential patronage, but which in itself is to us no proof of the value of the patent sought to be applied in this country, of introducing "wood pavement for the carriage ways of the metropolis," appears, if the principle be good, to be one which only requires an active and economic management to render successful. No longer do our advertising columns teem with asphaltic companies; the material rendered by them has been fairly subjected to the test of experience, and has failed in the accomplishment of the desired objects which were, in their several prospectuses, represented as being attainable, although for certain uses, it must be admitted, that asphalt is well calculated to supply the place of other material. Thus, being again thrown back on the use in the metropolis of granite blocks or Macadamised road ways, we are subjected either to noise, mud, or dust, by the one or other application, in addition to which the Macadamised process is attended with a very serious expense. If, then, and some proof has been already afforded, that "wood pavement" can be laid down economically, and that it will be lasting, there can be no doubt but it must come into general use, and, therefore, the prospects of a company are of an encouraging nature.

There is another company for the same object, but what are the peculiar features or advantages of each are unknown to us. A patent having been taken up in this instance, would imply an improvement; this, however, is to be seen.

##### NORLAND ESTATE INVESTMENT COMPANY.

Capital £100,000, in 1000 shares of £100 each. Deposit £10.

This company may be considered rather as a private than a public company, although prospectuses have been circulated, and reports made, which are open to the public, "showing an immediate return on the capital to be invested, and great prospective advantages to the shareholders." The object of the company is apparent from its title, being "to invest its capital in freehold ground rents." As an investment company, with a limited number of shares, we doubt not it will attract the attention of capitalists, who will, however, doubtless, scan the reports, and form their own judgment.

##### BUBBLES! BUBBLES!! BUBBLES!!!

"The earth has bubbles as the water hath,  
And these are of them."

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Among the varied and interesting contents of your excellent Journal, none is more important to the commercial public, more especially of this great metropolis, than the portion of your editorial labours you devote to the examination of the pretensions and claims to support of the various "New Companies" now almost daily ushered into notice.

I do not mean to say that all of these deserve to be classed as "bubbles," but, undoubtedly, many of them are so utterly Utopian in their nature, or so obviously impracticable as to their ostensible objects, that the only wonder is how any shrewd practical man of business can be induced to embark his money in them. But so it is: some actuated by a desire to benefit by the "swindle" take shares, and cry them up in the market, but they take especial care to "get out" before the bubble bursts. Others, impelled by cupidity, dazzled by the golden visions of rapidly accumulated wealth, and seduced by the specious appearance of a few "good names" as "directors," and by "reports" and "estimates," calculated, if not intended, to deceive and delude, are thus induced to part with their money. Good easy men! they do not discover their error until their golden prospects have actually "vanished into thin air," and the funds which they, and such as they alone, had subscribed, have been swallowed up by the projectors and their associates. Nay, sufficiently happy are they, if, in addition to the misfortune of empty coffers, they do not also discover that they have incurred liabilities as partners in the bubble, which may cause great inconvenience, if not bring down absolute ruin upon them. It is this class of speculators who have the most need of protection against bubble schemes. The former are sufficiently "wide awake" to take care of themselves. With them it is ever "a sprat to catch a herring."

I observe that you have entered, at some length, into the pretensions of one in particular of these "new companies"—the "Talacre Coal and Iron Company." You certainly have, in your analysis of their own printed prospectus and reports, shown sufficient to make a prudent man pause, at least, before he should have anything to do with this *el durado* of North Wales, which is said to contain "black diamonds" and "iron," not by the square acre, but by the square mile!—the former "exhaustless," and the latter of "great per centage and undoubted quality for smelting!" This may be very intelligible to the disinterested gentleman "so well known in the geological world," who furnishes this "unsolicited" report—and, doubtless, it is so—but to the apprehensions of a plain man like myself, who knows some little about ironstone, and the manufacture of iron, it is sheer unadvised nonsense, or, at least, but a notable specimen of the *luna non lucendo*.

The projectors of this scheme are too clever—too disinterested by half. They have proved too much, as the lawyers say, and so thrown suspicion on their case, and put themselves out of court, before a reflecting public. Will they state how many of their shares are taken by the capitalists and practical miners in that (Flintshire) the most mineral county in North Wales? How many stand in the names of Eytton, Douglas, Taylor, Roake, Williamson, Mather, Harrison, and a host of other wealthy and influential capitalists in the immediate neighbourhood, all extensively engaged in mining pursuits? How many taken by the wealthy and intelligent shopkeepers and trades people of the town of Holywell, who are almost all mine adventurers, and all well acquainted with mining pursuits? I apprehend the return will be "nil," notwithstanding the outrageous puff in the local and other newspapers, and the other "means and appliances to boost," used to force this project upon the notice of the public.

But, Sir, it is not from a searching analysis of the documents put forth by the projectors of this scheme, nor from such facts and circumstances as appear to have been supplied to you by parties locally acquainted with the strata of the country, with the capabilities of the land in question, and well aware of the trick resorted to in order to obtain a shipment of the ostensible produce of these mines—it is not from these alone that reasons for doubt and hesitation should suggest themselves to such of the public as may be inclined to take shares in these "exhaustless" mines of "iron" and "black diamonds." No, Sir, if you, and through you, the public could be induced with a peep behind the curtain—if you could only see who and what the projectors of this scheme are—if you knew the real facts as to the nature of the original purchase, and the extent to which it is proposed to encumber the shareholders in the purchase of the property for the use of the company, you would be, indeed, astounded at the immoderate rapacity and the brazen impudence of parties who could so far speculate upon the gullibility of the public; and the latter would be spared the mortification of having their teeth drawn by one very clever and successful operator, and their credulity laughed to scorn by another very silly gentleman, who is by no means a novice in such matters.

Sir, I know that your strictures have not been without a good effect, that they have caused dismay in Greenchurch-street, and fear and trembling among the board of directors! I do know, that the arch projectors—the men of calculations and results—was sent for, post haste, to London, to endeavour to neutralise the effect produced by the *Mining Journal*; I do know, that for two consecutive evenings, a junta were engaged in consulting on answer to your strictures; and I have reason to believe, that the "lame and impotent apologists," letter, signed "A Sincere Lover of Truth," which appeared in your *Journal* of the 6th inst., was the joint production of their small wits upon that occasion.

I observe that, since then, the scheme has been withdrawn from public notice (at least through advertisements in the newspapers), and it is not improbable that it is "gone up in smoke" altogether! If not, and if it should be again introduced on the public notice, I pledge myself to lift the veil, and give you and the public a peep behind the curtain, with some other particulars, which will, if I mistake not, effectually cure their credulity and iron masie, as far as this particular scheme is concerned, and reveal some inconvenient recollections with respect to a railway bubble, in which certain of the patrons, if not the projectors of this scheme, were deeply implicated.

For your private information, I send you my name and address.

July 19.

TALAC.

#### ORIGINAL CORRESPONDENCE.

##### MUNTZ'S PATENT YELLOW METAL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am obliged by your insertion of my letter in your last Number, and I perfectly coincide in your remark, that you have nothing to do with the disputes between my opponents and me; at the same time I am convinced that, if I were to inform you how unjustifiably I have been treated, you would not think that my remarks were any stronger than the offending parties deserved. From the interest that you have shown you feel for my invention, in common with all others, which may be serviceable to mankind at large, I think you will be pleased to learn what experiments I have made to ascertain the mechanical advantages which my bolts possess over copper bolts, and therefore I hand them to you below.

My first experiment, to prove the comparative tenacity of the two metals, was made by drawing them into wire, No. 14 gauge, through the same hole, and then weighting them until they broke, increasing the weight half a pound each time, and the result was, the copper broke with 93 lbs., and the patent metal bolts with 137 lbs.: both metals extended in length before they broke, but the copper extended the most, and of course was the most reduced in thickness. I repeated the experiment several times, which was each time attended with the same results. The second experiment was, by breaking some 1½-inch bolts of copper and yellow metal in Bramah's press, when the copper broke with 12½ tons, and the metal with 18 tons; and what is of more importance, the copper reduced to three-quarters of an inch diameter before it broke, whilst the metal was not perceptibly altered in thickness. I have also made experiments upon the comparative resistance with a cross strain, the result of which I have not here to refer to, but I well recollect that it exceeded double what copper would support.

By these experiments, and the proofs of the durability I referred to in my last letter, it is clear that yellow metal bolts combine the best qualities of iron and copper—a desideratum which, before my discovery, every shipowner would have thought worthy of his notice, even without the reduction in price which I afford to him; the misrepresentations, however, respecting them, added to the uncertainty of having the vessels registered by Lloyd's A. 1 twelve years, for a time were the cause of a small proportion being used, but the length of time the bolts have now been proved, and the vessels built with them being now regularly registered, as above-named, the consumption of them has been gradually and steadily increasing for some time, and they will, doubtless, speedily supersede copper entirely. Many ship owners believe that their superior strength and hardness will eventually be a sufficient reason for extending the registry A. 1 twelve years, to a longer period, in consequence of such extra strength and hardness giving the vessel greater strength.

Yours very respectfully,

Briton-ferry-house, near Neath, July 15.

G. F. MUNTZ.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your late Numbers I observe that much attention has been given to the increasing applications and uses of a valuable, but hitherto comparatively neglected metal, zinc—respecting which, the labours of your correspondents have accumulated a useful body of information, notwithstanding the very opposite views which they have taken of one branch of the subject. The very peculiar properties of zinc, its want of malleability at ordinary temperatures, and the ease with which it may be volatilised, have long contributed to embarrass the use of this metal, and it may be considered an important triumph of practical science to have at length overcome these difficulties, and brought it into such extensive and increasing application as is now the case.

One of the most interesting alloys of zinc is the "yellow metal" patented by Mr. Muntz, and now getting into considerable use for sheathing and ship's bolts, and lately mentioned in your *Journal* as being "very superior" for that purpose. This commendation has elicited some remarks from a correspondent, "D. N.," tending to throw doubts on the strength and durability of the alloy, as after "the yellow metal sheathing has been in contact with sea water for some time the metal becomes very brittle, from the circumstance that the salt water destroys the zinc." He further remarks (which is indeed very evident), that should the same action take place with the bolts, when a vessel is labouring in a heavy sea, they may be unable to sustain the stress, "and the ship speedily go to pieces." As the objection here advanced is of a most serious nature, and as it is quite certain that any galvanic action taking place between the particles of the alloy would be capable of producing the effect described, it may be worth while to inquire into the circumstances under which alone anything of the kind could happen, and to see whether they are at all likely to occur in practice.

The "yellow metal" being an alloy of copper and zinc, is of course a species of brass, and it is well known that inferior brass occasionally exhibits an extraordinary want of cohesion—is, in fact, almost as weak and brittle as sealing wax. Hence, then, may be derived as a *prima* assumption that the yellow metal may possess the same defect, and, if so, be very unfit for ship's bolts. A little examination into the subject will, I apprehend, set the matter very satisfactorily at rest.

When a perfect alloy is formed between two metals, an entirely new substance is formed, which, while it partakes of the properties of both its components, has also properties of its own, distinct from either. The alloy is in fact a perfectly homogeneous mass, which, were its compound nature unknown, might rank as a separate and independent metal. Such is the nature of all definite metallic compounds which have been formed with due care in the manufacture, and the value and durability of many of them must be too well known to require remark. In the case of the fragile incoherent brass, before noticed (which of course but rarely occurs), it is evident that no chemical union of the metals has been effected, that some gross fault or inattention has existed in the manufacture, causing the mass to be permeated by particles of uncombined metallic zinc, which not only do not cohere to the copper, but on becoming oxidated by the action of the atmosphere or water in all probability are subject to a galvanic action, which actually separates them. Thus, instead of a homogeneous mass, held together by the force of chemical attraction, we have particles of two metals placed in mechanical juxtaposition, but acting upon each other with a repulsive and not a cohesive power—circumstances under which the slightest disturbing cause must occasion them to fall to pieces.

A moment's consideration will show that defects like the above can only take place through gross fault or inattention in the manufacture, and accordingly we find that in practice it has been a thing of exceedingly rare occurrence. In a definite compound, as the "yellow metal" is stated to be, if manufactured with ordinary attention, nothing of the kind could ever take place; and from the great success it appears to have met with, and the severe trials to which it has been exposed when used for bolts and sheathing, it is evident that there is no need whatever for apprehension. Admitting the possibility of a weak and incoherent alloy being formed, either from false proportions in the metals, or inattention in the process, it is evident that the manufacturer can interpose adequate and sound checks upon such a contingency, and that the strongest feelings of self-interest must prompt their adoption.

I remain, Sir, yours, &c.

John's-terrace, Hackney-road, July 17.

FREDERICK BURN.

##### ON THE MANUFACTURE OF ZINC.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having read the letters "On the Manufacture of Zinc," in the last *Mining Journal* (why not give it the received name of spelter?), I shall content myself with re-stating my opinions. The consumption of spelter in this country may be 4000 tons; and in order to obtain a home production of this quantity, we must compete with a foreign production of 20,000 tons. The latter has been sold at 7½, 2½, and 10½ per ton, without any apparent reason of production, whilst in this country spelter has never been made at a less cost than 10s. to 20s. per ton, and, consequently, can only be produced in quantity with high prices. The present British manufacture is estimated at 1000 tons, and will increase if the article can be kept at a steady and remunerating price.

A large manufacture of spelter in this country cannot be profitable under existing circumstances; first, because it would raise the value of the ore by an increased demand, and I must fully contradict "H. E.'s" assertion, that any such quantity of black-jack is permanently obtainable at 20s. to 40s. per ton. Secondly, the production of an additional 2000



## MINING CORRESPONDENCE.

## ENGLISH MINES.

## FERRAN CONSOLIDATED MINING COMPANY.

July 13.—To-day we have held our monthly meeting, and have again set Windus's flat-rod engine-shaft to sink below the twenty-five fathom level. The lode in the twenty-five fathom level, going east of the engine-shaft, is four feet wide; it is composed of a soft white spar, stones of mende, some jack, and a leader of about one foot wide—rich for lead. The appearances here, both in the lode and strata, are of the most encouraging description. At this level, going west of said shaft, the lode is two feet big, with lead, mende, and jack, mixed in spar, &c. At the fifteen fathom level the lode is three feet wide, producing rich stones of lead. In the tribute department, above the fifteen fathom level, the ground, as you may suppose, is fast taking away, but we hope shortly to have some good tribute ground to set at the twenty-five fathom level.

RICHARD ROWE.

## ST. HILARY MINING COMPANY.

July 13.—In the eighty fathom level east the lode is one foot wide, and have broken one ton of ore from this end during the week—the lode is still very promising. In the eighty fathom level west the lode is eighteen inches, poor for ore. In the seventy fathom level east the lode is ten inches wide, of excellent quality. In the seventy fathom level east the lode is two feet wide, one foot of which is ore; this end has never looked half so promising since its commencement from the shaft. In the sixty fathom level east the lode is one foot wide, with stones of ore. In the winze, bottom of sixty fathom level west, the lode is eight inches wide—good ore.

C. H. RICHARDS.

## GWINNEAR MINING COMPANY.

July 13.—In the thirty fathom level east the branch of tin is four inches wide, and very good. In the twenty fathom level east the ground is good, with branches of tin. In the ten fathom level east good ground, with stones of tin. The tributaries are working well.

C. H. RICHARDS.

## HOLMBUSH MINING COMPANY.

Stoke Climsland, July 15.—In driving west of the cross-cut, at the 100 fathom level, the lode presents a very encouraging appearance, the largest part of which is now about one foot wide, composed of mende, spar, and copper ore; there are also other side branches, of good quality, which apparently are concentrating, and when united may expect to form a rich and productive lode. In driving west of the engine shaft, at the eighty fathom level, the lode is still disordered, as we have not as yet got beyond the influence of the cross-course. The seventy fathom level west, and the winze sinking below this level, are not quite so productive as last reported. In driving west, at the sixty-two fathom level, the lode is about one foot wide, and worth two tons per fathom. The lode in the stopes at the back of this level is still a rich course of ore, two feet wide, and worth about six tons per fathom. The forty and fifty fathom levels west are at present suspended—the former pair employed sinking a winze from the sixty to the seventy fathom level. The latter is employed rising from the back of the eighty fathom level, against the winze going down from the bottom of the seventy fathom level. Above the stopes in the back of the forty fathom level is a good course of ore, about twenty inches wide, and worth from four to five tons per fathom. The tribute department is much as last described, upon the whole looking well. We expect to sample at Calstock quay, on the 23d, and two following days, about 170 tons of copper ore.

F. PHILLIPS.

## UNITED HILLS MINING COMPANY.

July 16.—In the adit level the lode is three feet wide, with stones of ore. In the ten fathom level the lode is two feet wide, producing a small quantity of ore. In the twenty fathom level the lode is one and a half foot wide, poor. In the twenty-seven fathom level no more lode discovered in driving south as yet. In the thirty fathom level, winze west of diagonal shaft, the lode is four feet wide, good ore. In the eastern shaft the lode is 3ft. 6in. wide, one foot good ore. In the thirty-six fathom level no lode is broken in either of these ends, east or west of Turton's shaft, since last reported. In the forty fathom level, in driving east of Williams's, the lode is four feet wide, eighteen inches on the north part producing some good ore. In the stopes the lode is five feet wide, ore throughout. In Williams's shaft the lode is five feet wide, three feet ore of a fair quality. Sampled this day 281 tons of copper ore.

C. PENROSE.

## TINCROFT MINING COMPANY.

July 10.—I am glad to say that we are proceeding very steadily and satisfactorily in sinking the engine-shaft under the 142 fathom level; the lode is large, and very good for tin. The lode in the 142 west is about the same size and quality as last reported. East end, same level, the lode large, yielding tin stuff, and kindly. The 132 west has very much improved for tin since my last; the end is now worth from 20l. to 30l. per fathom, and more promising than I have ever seen it since it left the shaft. The 120 west, immediately over the last-mentioned level, is very kindly; no doubt we shall get into the same run of ground as is at that level, as we extend west; the tin ground inclining east is going down. The 110 east continues to yield good work for tin, and is very promising. The stopes in the back of the 110 fathom level east have very much improved for tin in the last day or two, and promises to continue. In the ninety east the lode is large, yielding some tin stuff, and kindly. In the eighty-one fathom level east the lode is four feet wide—two feet good work for tin and copper ore. In the seventy-two ditto the lode is four feet wide, yielding two and a half tons of copper ore per fathom. In the winze sinking under the seventy-two the lode is two feet wide, good work for tin and copper ore, worth nearly 20l. per fathom. In the fifty-eight east the lode is two and a half feet wide, fair quality work for tin, with some copper ore. Our pitches continue much the same as usual.

W. PAUL.

## CORNISHAN MINE.

Chicerton, July 16.—Our engine-shaft still continues hard; we are seven fathoms below the forty fathom level. We set last Saturday six feet to drive in the forty fathom cross-cut south; as there is more water proceeding from this level, we expect we are coming near a lode. The forty fathom level west, on Chiverton fathom level, the lode is looking promising, though not rich. The thirty-two fathom level east, on south lode, is looking well, particularly in the bottom of the level. We have broken some fine work from this level in the past week. The same level west, on Chiverton lode, still continues with lead, though the lode is small. We have now dressed 37 tons; addressed, 31.—Total, 68 tons.

JOHN HORLASE.

## TAMAR SILVER-LEAD MINING COMPANY.

July 15.—The lode in the bottom end, going north, and in the winze sinking on this end, is just as last reported. The lode in the 105 fathom level, going south, is about two feet and a half wide, very promising, and all saving work. We are passing through good tribute ground in the ninety-five fathom level going south, and the lode is equally as rich as last reported. Driving south, at the eighty-five fathom level, the lode is still very kindly, and good saving work. In the south end, at the seventy-five fathom level, the lode is a foot big, producing silver-lead ore. We propose sampling on Monday next about the same quantity as last (fifty-five tons), and I am happy to say it will be of better quality than what we have lately sampled.

MARK JAMES.

## POLBREEN MINING COMPANY.

July 13.—In presenting you with a report of this mine, I beg to state that the ground in the thirty-two fathom level cross-cut, driving south of Vice's shaft, continues just as usual (rather hard); it is now driven towards Dorcas's lode two fathoms and three feet. At the twenty-two fathom level going west of Vice's shaft, on Dorcas's lode, I am glad to say that it is resuming a much kinder appearance than it has been for several fathoms past—the lode having been small and unproductive, and although now small, it is rich, and letting down an abundance of water, which will drain (as it approaches) some of our best ground almost immediately over, at the twelve fathom level. At the same level driving east, on Dorcas's lode, it is about eight inches wide, and producing some very good work for tin; this end is also presenting more cheering prospects, and as we are approaching towards a large cross-course, we have every reason to believe that we shall meet with some valuable tin ground in this direction. At the twelve fathom level driving west of Williams's shaft, on Dorcas's lode, it is six inches wide, and yielding some good work for tin. The winze sinking from the twelve to the twenty-two fathom level, we expect will be holed in the course of next week; this, when done, will greatly expedite the twenty-two fathom level, and as well enable us to set some tribute pitches both east and west of the said winze. The prospects in our tribute department remain just as has been reported to you for some weeks past. We have this day sold to Cavenham and Calstock smelting-houses 6 tons 12 cwt. 3 qrs. 11 lbs. of black tin, for which we received 26d. 12s. 4d., as was advised you by this day's post.

R. ROWE.

## ARMODOR CONSOLIDATED MINING COMPANY.

July 15.—In driving north, at the seventy fathom level, the lode appears to be gradually improving, both in size and quality, being from six to eight inches in width—good work for silver-lead ore. In the south end the lode is about six inches big—saving work. In extending east and west on Johnson's tin and copper lode, at this level, nothing new can be reported. In the sixty fathom level south the men are driving the lode, no part of which has been broken down in the past week. Johnson's winze-shaft is sunk eight fathoms four feet below the sixty fathom level; the lode here is about four inches big, and good work for lead. At the north end, in driving south on the course of the silver-lead lode, at the twenty fathom level, we are still passing through a favourable strata of ground; the appearance of the lode continues much the same (promising), being about one foot in width, yielding a little ore; there is also a large quantity issuing from the lode, which indicates it to be of a hollow nature. Captain Rowe has recommended the continuance of our present course of working at this part of the mine until his

next visit. As you are aware these materials are wanted at the south mine, and that no time should be lost in sinking Johnson's flat-rod engine-shaft, we have the loan of a pump from the adjoining mine (Holmbush), which will suffice for the present month, when we expect to make alterations required in the pitwork. We sampled on Friday, the 13th inst., two parcels of silver-lead ores, computed 27 tons 15 cwt. 3 qrs. dry weight, viz.:—No. 1, 13 tons 5 cwt. 2 qrs.—No. 2, 14 tons 13 cwt. 1 qr. SAMUEL HANFORD.

## MUNSTER UNION MINING COMPANY.

At the request of the board of direction of this company, Mr. Adam Murray, jun. (who had been inspecting mining concerns in Cornwall), proceeded to Ireland to inspect and report on the mine and proceedings at the works of this company. His report is as follows:—

Barneston, County of Cork, July.—These mines are situated in the south-western part of the county of Cork, a country very favourable to mining enterprise, on account of the strong impregnations of copper at the surface, and the facilities which the strata affords to mining purposes, the inclination of these rocks being nearly vertical (whilst in Cornwall they are generally more horizontal)—a circumstance decidedly in favour of this unexplored country, as it will facilitate the sinking of shafts to a considerable depth before the use of pumps will be required. Captain John Kitto is of opinion that he will be able to sink to the eighty fathom level, or even deeper, before any pumps will be found necessary. It may be useful to make a short digression about the strata of the vicinity, by way of prelude, before entering into a description of the workings. The layers, or stratification, is in a north of east, and south of west direction, having nearly a vertical dip inclining northward; it is of various colours, chiefly light blue and buff colour, varying to dark grey, purple, and light green; these colours are generally in courses with the direction of the strata, which is chiefly of an argillaceous composition, having a deficiency of quartz veins, though in the direction of some lodes, there are a great many of them. In some places the strata has the appearance of roofing slate, and which has led to the opening of several quarries, but from a deficiency of silicious matter, the slates are generally of an inferior kind. The copper veins in this country are indicated by what is termed an elvan course, but which has little or no resemblance to a Cornish elvan, but may be termed so for want of a better name; it is a compact mass, chiefly composed of quartz, having a grey-blue colour, and very often a shining talcose appearance; it is in a parallel direction with the stratification, on each side of which the copper veins are visible. These at the surface are coloured green and black, and red, from the impregnation of copper and gooson. The strata near the junction of this is sponaceous (probably there is a mixture of stentile), with numerous scales of light green tale. As the depth increases this becomes generally a soft white compact substance, with specks of horse-flesh or malleable ore, which, as the depth still increases, takes the appearance of a solid vein, entering into the elvan course, and becoming broader as the depth is further increased. Since the commencement this mine has progressively improved as the shafts have increased in depth, but it is as yet scarcely proved, the deepest shaft in the mine being only twenty-three fathoms; however, the appearances in the different levels fully answer to the expectations entertained in the commencement, and if one might judge from them at so shallow a depth, he could confidently say, that this mine would be as rich as many prosperous ones in Cornwall, for it has a more promising appearance than any of the mines in Cornwall had at their commencement. The present appearances, and the prospects of raising ore, are as follows:—At Kitto's cutting, which is open to the surface, there are two men stopping at 25s. per fathom; the quantity of ore they raise will about pay the cost—this is merely an experiment. The adit level, west of Williams's shaft (near Kitto's cutting, which is seven fathoms in depth), is not yet holed, but will be in the course of a week, when some better description may be expected of it, for it looks promising as yet, and will probably set at a moderate price for stopping on tutwork. Adit level, east of Williams's shaft.—There are stopes in the back of the adit level, east of Williams's shaft, which are looking very favourable; the vein is small, but very rich; no precise calculation can be made of its value at this shallow level, but from the quantity stoped, it will average half a ton per fathom, worth about 20l. per ton; there are two men stopping it at 2l. 10s. per fathom. There is a winze in the bottom of the adit, underneath the last mentioned stopes; it is sunk nearly eight fathoms, by four men and two boys, at 2l. 10s. per fathom; the lode continues favourable in the winze, and as soon as it is holed (which is requisite to be done as quickly as possible, on account of ventilating the ten fathom level), it will be set to stoppage away. In the ten fathom level, west of Williams's shaft, in driving the end, several veins of rich ore have been cut through; one in the back is about three inches wide, and worth 50 per cent. for copper. At the commencement of next month, it is intended to sink a winze from adit down upon this place. Williams's shaft is sinking below the ten fathom level by four men, at 4l. per fathom; it is now six fathoms in depth, and as it proceeds it gradually improves; the copper which before was disseminated, is now solid in a branch—this is one of the deepest and most promising parts of the mine. To the east of this shaft, about twenty-five fathoms, a winze is sinking; it is of the same depth, and the lode has nearly the same appearance; when the shaft and winze have attained the twenty fathom level, which will be in about two or three months time, a communication will be made between them at that level, to facilitate the stopping on tutwork or tribute. Cummin's shaft, on the middle lode, is sunk eleven fathoms, and at ten fathoms a level is driving west at 5l. 10s. per fathom—it is now about five or six fathoms; the end looks pretty favourable; there is no solid copper, but the strata is richly coloured with the green solution of copper. On the south lode (where stone has lately been quarried for building the new store house, &c.), the vein shows a decided favourable appearance, composed of gooson and green carbonate of copper; two men are commencing to sink a shaft upon it at 30s. per fathom. I shall in a short time report further.

ADAM MURRAY, JUN.

## PROCEEDINGS OF PUBLIC COMPANIES.

(Continued from page 19.)

## BANK OF ENGLAND.

On Thursday, a quarterly general meeting of the proprietors of Stock was held in the Court-room of the Bank of England pursuant to the terms of the charter.—At 12 o'clock the Governor, Sir John Rae Reid, Bart., the Deputy-Governor, and a large proportion of the directors entered the Court-room, the Governor taking his place in the centre of the table.

The minutes of the last meeting, at which the election for governor, deputy-governor, and directors took place, were read and confirmed.

The GOVERNOR then said that this being a quarterly general court, and no further business offering, he moved that an adjournment take place.

Mr. BLACKBURN said before the question of adjournment was put, he wished to make some observations relative to the accounts, and state of the corporation. He (Mr. Blackburn) thought it was the intention of the Legislature, that at these quarterly courts the directors should furnish some information relative to important circumstances connected with the corporation, as well as at those courts when dividends were declared. He was perfectly satisfied that many of the proprietors, who were most anxious to have explanations of the state of the affairs of the bank, kept away because it was usual not to enter into any discussion. He, however, thought the directors were bound to give him, and the other proprietors who did attend the meeting, some information of what had occurred since they last met, that they should not, as had been the case on former occasions, be compelled to go away without doing anything but confirming the proceedings of the last court.

Mr. YOUNG considered the time had not arrived to go into an investigation of the important circumstances to which the honourable proprietor had adverted. He (Mr. Young) considered it most advisable, in the present state of affairs, to conform to the practice of former courts held at this season, and he should move "That the court do now adjourn."

Mr. FIELDER hoped that it would be considered that the honourable proprietor (Mr. Blackburn) only spoke his own individual opinion in calling for any explanations from the directors on the present occasion. The proper period for explanations was when the court met to declare a dividend, and when usually large bodies of proprietors were present. He (Mr. Fielder) considered that it would be highly impolitic for the directors to open their mouths upon any of the important circumstances which now attracted attention, the effect of which would be to afford information to the many speculative societies which had recently sprung up. The proprietors had selected men whom they considered fully competent to manage the affairs of the corporation. He thought it most advisable that the adjournment should take place.—Mr. BLACKBURN still contended that at all the meetings of the proprietors information should be given of the state of the affairs of the bank.

After some further remarks, the question of adjournment was put and carried, and the court adjourned.

JOINT-STOCK BANKS.—In the House of Commons, on Wednesday evening, on the motion of Mr. Giffen, an address was agreed to, for a return of the Joint-Stock Banks existing in England and Wales, in each of the three years ending with the 5th day of January, 1839; specifying the date of the establishment of each bank, the number and situation of its branches (if it have any), and the number of partners in each bank, during each of the above-mentioned years.—Similar returns for Ireland and Scotland were also ordered.

BANK OF IRELAND.—In the House of Commons, on Tuesday evening, Mr. Home presented petitions from Louth and other parts in Ireland, against the continuance of the monopoly of the Bank of Ireland.—On Thursday evening, the Chancellor of the Exchequer, having appointed the Postage Bill for Monday next, deferred the discussion on the Bank of Ireland from that day to Wednesday.

tons of spelter only, would cause such a reduction in price as would entail loss on the home produce, without incalculating the foreigner. I must admit the importance to the calculation of an increase in the consumption, but the parties should show a probable increase of at least 10,000 tons, instead of 1000, as shown in Mr. Richards's valuable tables. In my last letter I took it for granted the increase in this country was to be in rolled spelter or sheet zinc, that being the largest item in the consumption; and I really cannot conjecture in what other form the extension talked of can occur, as the brass trade is too steady and weighty an affair to be acted on as quickly as the case would require. With respect to sheet zinc, I can positively assert that it is going out of use for many purposes, although it may increase by its application to new objects. To expect the increase by driving the foreigner from foreign markets is a folly, of which I do not expect "H. E." to be capable. I have known calamine contracted for on the continent at equal to 12s. per ton, and have been informed, on authority, that coals in some spelter districts are obtained at 6d. and 1s. per ton. In fact, the advantages of the foreigner in ore, coals, labour, and even freight (allowing them to be deficient in skill)—which, by the bye, I very much doubt, are overwhelming—too much so to be overcome by the skill which "H. E." means to introduce into the smelting here. Notwithstanding I shall be happy to profit by the paper promised in the next *Mining Review*; and allow me to say, I should rejoice equally with yourself in seeing a permanently higher value given to the ores of zinc in this country. I believe, however, I am doing a service in endeavouring to sift the very crude statements I have seen pronounced, "with authority," in your very useful and respectable Journal.

I am, Sir, your obedient servant,  
A METAL MERCHANT.

London, July 15.  
P.S. It is only fair to "H. E.," to allow that a manufacture of spelter, at a cost of 10l. per ton, as shown by his calculation, would most probably defy foreign competition, as far as the home consumption is concerned, protected by a duty of 2l. per ton; but if ever he can prove his data for such a calculation, I maintain the advanced value of the ores would defeat it in less than twelve months. We know the doubtful value of contracts in such a case—but allowing their value, they are not a proper subject of argument respecting a permanent trade.—I have used round numbers in my statement of quantities, but this will not affect the argument.

[We fully concur with "A Metal Merchant" on the advantages which may be derived from "sifting" the matter, and our readers will, we are assured, with ourselves, feel indebted to him for his communication. Feeling an interest in the subject, we shall look with some anxiety for the reply of "H. E.," who is "flatly contradicted" in some parts of his statements, while doubts are thrown on the correctness of others. We shall be glad to find the controversy carried on with the same spirit which has been hitherto evinced, and that, through the medium of the *Mining Journal*, either "A Metal Merchant" or "H. E." may be set right, while "A. H.'s" representations, although not referred to direct, are, we consider, equally compromised by "A Metal Merchant." We give credit to our correspondents, believing them to be actuated by the best motives, although we must say the former letter of "A Metal Merchant" had very much the appearance of being written with a petulant object. We leave the question between them, while our readers will have the benefit of a discussion which, in one way or other, must be of advantage, as either establishing the correctness of the views of "A Metal Merchant," or of those entertained by "H. E."—ED. M. J.]

## BRITISH GALVANIZATION OF METAL COMPANY.

DIRECTORS.—Edmund Henry Labott, Esq.  
Thomas Herrell, Esq.  
Angelo Solari, Esq.  
James Christie Whyte, Esq.  
BANKERS—Messrs. Ashley and Son, Regent-street; Sir Charles Price, Bart., and Company, King William street, Mansion House.  
SOLICITORS—William Paterson, Esq., 68, Old Broad-street; Thomas Jones Mawe, Esq., 4, New Bridge-street.

TO THE EDITOR OF THE MINING JOURNAL.  
Sir,—I shall esteem it a favour if you will trouble yourself to make some inquiries respecting the proceedings of a company, called the "Galvanization of Metal Company," founded about a year and a half ago, on which 2l. deposit has been paid. The prospectus stated that there would be a meeting of shareholders on the second Wednesday in July, 1839, which has not taken place, nor have I heard anything satisfactory since I paid the deposit. The offices of the company, which were at 83, Cornhill, have been removed I know not where, nor can I learn where any of the directors reside, having had a letter returned to me to-day by one of them.

Your answer will much oblige, yours, &c.,  
A SHAREHOLDER.  
[In answer to our correspondent's inquiries respecting the affairs of this company, we would recommend him to apply to the solicitors, who will, doubtless, afford the information he asks for.—ED. M. J.]

## FATAL ACCIDENTS IN COAL MINES.

TO THE EDITOR OF THE MINING JOURNAL.  
Sir,—It appears that my letter, inserted some weeks since in your Journal, has done some good, as we have since been favoured with several letters on the zinc manufacture—this, Sir, is the province of your Journal, to give us original articles and information. We do not want stale paragraphs that have gone the round of the country press, and I for one wish to see your Journal established and standing forth as a scientific work of authority, and not made simply the medium of advertising public companies and their operations. How is it, Sir, that this very important subject—for it involves the question of safety of human life—has been so long lost sight of by you and your correspondents? I remember at one time we had long communications from Dr. Clanny, Mr. Upton, Messrs. Hursell, and others—the security of the "Davy Lamp" was impugned, but where are all the discoveries and improvements proposed? The "Evidence on Accidents in Mines" might, I think, again be well consulted by you, and I doubt not, but that Mr. Buddie, Mr. Sopwith, or other coal viewers, would offer through the medium of your columns practical suggestions, were you to hold out encouragement by setting the example. I know you will excuse me for being abrupt in speech, but I am your sincere well-wisher,  
J. B. D.

Chesapeake, July 15.  
[Our correspondent, "J. B. D.," writes us pretty soundly. We are happy at all times to receive the suggestion of our well-wishers, and to give insertion to the communications of correspondents. This, we think, is sufficiently manifest by a reference to our columns. "J. B. D." may have certain notions, but these are not universal, and it is our duty, as it is our desire, to please the many.—ED. M. J.]

## ACCIDENT AT WALLSEND COLLIERY.

JUNE 18, 1835.  
We have been favoured with the following statement of the fund raised for the families of the sufferers from the above dreadful accident:—  
1835. Do. £ s. d.  
June 18.—To cash, balance of last year's account 330 15 3d  
July 9.—Dividend on 5000l. 10s. 6d. stock 15 14 10  
1836. Do. do. 15 14 10  
Jan. 10.—Ditto do. 15 14 10  
1837. Do. do. 15 14 10  
June 18.—By cash paid in weekly allowances to widows and children of sufferers, and to mothers dependent on them 312 18 0  
By cash paid for a dwelling, and printing and delivering circulars 3 3 6  
By balance 673 1 3d  
£681 9 11d  
June 18.—To cash in hand, £678 15 3d. W. R. SWAN, Treasurer.

NOTICE, ON ALARM GONG.—A very ingenious instrument has been invented by Captain George Smith, R.N., intended to give warning of the approach and to announce the course a steamer is sailing on in a fog. It consists of a gong, on which a hammer is made to strike, every ten seconds, a certain number of blows, by a very simple machinery, according to the course the vessel is sailing on. For example, if she is sailing north, the gong is struck once; if east, twice; if south, three; and if west, four times, every ten seconds. By this systematic method, the position, course, and proximity of a steamer will be clearly announced to any other vessel. In rivers, Capt. Smith proposes the vessel to emit single sounds every ten seconds, which would be sufficient to give warning.







### PRICES OF SHARES.

JOINT STOCK BANKS						
No. of Shares.	Name of Bank.	Amount Paid up.	Price.	Amount per Share.	Dividend per Share.	Next Payment due.
25,000	Agrie. & Com. of Ire.	25	10	68	—	—
5,000	Australasia	50	10	68	—	—
1,000,000	Bank of Scotland	100	82½	17½	8	Mar. Oct.
100,000	Birmingham Bank.	50	10	23½	10	Mar.
500,000	British Linen Co.	100	100	—	8	Dec.
20,000	British North Amer.	50	25	38	8	Mar.
100,000	Commercial	5	3	34	7	—
20,000	Colonial	100	29	31½	3	Jan.
5,000	Devon & Cor. Bank	100	20	21	4	—
5,000	Equitable Loan Co.	—	5	10	—	—
10,000	Foreign Banking Co.	—	3	9	—	—
2,000,000	Glasgow Union	250	50	65	7	Dec.
10,000	Gloucestershire	50	10	25	10	Feb.
5,000	Hampshire	50	5	—	10	Aug.
10,000	Manchester	100	20	21	4	—
5,000	Devon & Cor. Bank	100	20	21	4	—
30,000	London & Westminster.	100	20	23½	5	Mar.
5,000	Lancaster	100	20	—	10	Aug.
25,000	Liverpool	100	10	23½	10	July
60,000	Long Joint Stock Co.	50	10	18	3	June
20,000	Manch. & Liver. Dis.	100	15	122	7	Mar.
20,000	Manchester	100	20	25	7	—
20,000	Monm. & Glamorg.	20	10	15	10	Aug.

Natl. Bank of Ireland	30	174	10
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10,000 Nat. Provincial. Eng.	100	35	36	3	Jan.
10,000 Ditto New	20	10	102	105	—
800,000 Nor. & W. H. of Eng.	10	10	3	—	Dec.
10,000 Nova Scotia	25	5	—	—	—
20,000 Prov. E. of Ireland	20	25	444	8	July
4,000 Ditto New	10	10	10	8	—
2,000,000 Royal of Scotland	100	100	165	6	—
7,000 South African	—	—	—	—	—
20,000 S. of Ireland, Cork	25	5	—	—	—
4,000,000 Western of Scotland	200	40	—	—	July
20,000 W. of Eng. & S. W. Dis	20	12	12	3	—
20,000 Lights and Dorset	13	71	74	25	—
<b>GAS LIGHT AND COKE COMPANIES</b>					
10,000 Alliance	10	5	—	—	—
2,000 Bath	20	16	22	—	Sept.
600 Bradford	25	25	—	10	—
5,000 British	40	18	21	12	May
9,000 Birmingham	20	19	25	11	Nov.
525 Bir. & St. Vincent	50	50	53	54	July
2,400 Bir. & Bristol	50	50	54	57	Sept.
600 Brentford	50	40	22	4	April
4,250 Bristol	50	20	26	2	Feb.
1,500 Brighton	20	20	11	8	Sept.
750 Do. New	20	18	9	3	—
2,471 Brighton, General	20	20	104	44	Nov.
363 Carlisle	25	—	—	—	—
4,000 Central Consolidat.	75	624	165	6	July
240 Do. & Bristol	50	50	42	6	Jan.
700 Chelmsford	50	50	42	7	Oct.
300 Cheltenham	50	50	75	8	Oct.
1,000 City of London	100	100	195	10	Sept.

entry	25	25	20
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200 Derby	50	50	—	—
180 Dover	50	50	—	—
600 Dudley	20	20	17	5
4,500 Edinburgh Coal Gas	25	25	—	—
Edinburgh and Alloa	—	14	—	—
240 Exeter	80	50	—	—
4,000 Equitable	50	50	26	3
16,000 Entrepren	20	15	—	Aug.
4,450 Glasgow	25	25	54	16
10,000 Greatwch Railw. Gas	—	1	—	—
10,000 Imperial	50	50	524	5
55,000 Do. Bonds	100	100	—	—
1,300 Insurich	—	—	4	—

Planet .....	25	29	18
ndent.....	30	20	50

240	Leicester	50	50	..	..	—
730	Leith Coal Gas.	20	20	..	..	—
500	Liverpool	242	242	60	72	—
	Do. N. Gas And Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
2,000	Maidstone	30	30	100	10	Feb.
	Phoenix	30	39	29	4	June
579	Portsea	..	83	..	..	—
294	Poplar	50	50	..	..	—
1,000	Reading	100	80	614	4	Sept.
400	Reading	..	..	..	..	—

Metropolitan ..	50	19	18
		164	

1200 Shrewsbury .....	50	50	..	..	..
120 Swansea .....	50	50	..	..	..
2200 United General .....	50	46	38	5	Jan.
240 Warwick .....	50	50	50	5	Jan.
450 Wakefield .....	25	25	22	14	Jan.
750 Warrington .....	20	20	24	1	Oct.
7000 Westminster Chartered .....	50	50	26	5	Dec.
1000 Ditto New .....	50	50	..	128	Dec.
200 Worthing .....	50	50	..	5	Aug.
800 Yarmouth .....					

  

DOCKS.					
0,1065 Commercial .....	100	100	66	3	July

and West India	100	100	111
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1,35,000 East Country .....	100	100	111	Jan.	—
1,35,310/5s. 10 London. 8th	100	100	67 1/2	Dec.	—
Ditto Bonds .....	—	—	100	4	—
2,200 Bristol .....	147 1/2	147 1/2	74	21st	Dec.
80,324 Ditto Notes .....	—	—	113 1/2	3	Nov.
878 Folkestone Harbour .....	50	50	—	—	—
15,508 Ditto Bonds .....	—	—	5	—	—
11,000 Grand Cailier Stocks .....	50	50	1	1	—
52,752 1/2 Katharine. 8th	100	100	100 1/2	41	Jan.
20,000 Ditto Bonds .....	—	—	101 1/2	41	Oct.
20,000 Do. Bonds for 10 years .....	—	—	100	4	Oct.
2,500 Deptford Pier .....	20	3	11	—	—
Southampton .....	50	5	2 1/2	—	—
<b>BRIDGES.</b>					
600 Hammersmith .....	50	50	31	18	Jan.
251 Southwark w. new sub. .....	63 1/2	63 1/2	2	—	—
100 Do. New of 7 1/2 per cent .....	35	35	14	12	Dec.
545 Vauxhall .....	70 1/2	70 1/2	25 1/2	19 1/2	Dec.
100 Waterloo .....	100	100	24	—	—
100 Westminster .....	50	50	2 1/2	—	—

Nodes	120
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WATER WORKS.							
00	Birmingham	25	25	20	100	—	
01	Colchester	100	100	—	—	—	
02	East London	100	100	179	6	Jan.	
03	Glasgow	20	50	—	—	—	
04	Grand Junction	20	40	634	24	Jan.	
05	Edinburgh Joint Stock	20	25	—	—	—	
06	Liverpool	120	100	431	2	Jan.	
07	2	120	220	338	10	Jan.	
08	New River London Bridge	—	—	—	—	—	
09	Water Annuities	—	—	62	74	Oct.	
10	Manchester & Salford	100	20	344	24	Mar.	
11	Porten Island	20	20	—	—	—	
12	Portsmouth & Farnington	20	20	21	1	—	
13	Kensington	10	0	10	—	—	
14	Valmhall, late St. Lond.	100	100	101	44	Oct.	
15	West Middlesex	624	624	104	41	Dec.	
16	York Building Co. L. P.	100	100	20	1110	Oct.	
ROADS.							
00	Archw. and Kent Tn.	20	20	—	1	1 & 7	
01	Barking	100	100	374	14	1 & 7	
02	Commercial	100	100	73	1	1 & 7	
03	Edgware	100	100	—	—	—	
04	Edgware	100	100	—	—	—	
05	Edgware	100	100	—	—	—	
06	Edgware	100	100	—	—	—	
07	Edgware	100	100	—	—	—	
08	Edgware	100	100	—	—	—	
09	Edgware	100	100	—	—	—	
10	Edgware	100	100	—	—	—	
11	Edgware	100	100	—	—	—	
12	Edgware	100	100	—	—	—	
13	Edgware	100	100	—	—	—	
14	Edgware	100	100	—	—	—	
15	Edgware	100	100	—	—	—	
16	Edgware	100	100	—	—	—	

## Archway 3

LITERARY INSTITUTIONS.		1900		1901		1902	
Adelaide Coll. of Science	40	..	..	..	..	..	..
London, W. Browne Trk.	74	74	17	..	..	..	..
London University	100	100	13	..	..	..	..

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